

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS

Public Auctions

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, August 18, 1921,
commencing at 2.45 p.m.
at No. 6, Stewart Terrace, No. 62,
The Peak.A Quantity of
Valuable Household Furniture,
Comprising:—Teak butand with bevelled mirror,
Chesterfield sofa and armchairs, made
by Powell & Co., Carpet, Lace and Cate-
ment Curtains, etc.Teak extension dining table and
chairs, sideboard with bevelled mirror,
dinner wagon, ice chest, tea tables,
dinner crockery and glass ware,
etc., etc.Teak double bedstead, Brass mount-
ed single iron bedstead, oak wardrobe
with bevelled mirror, marble top wash-
stand, toilet crockery etc.On view from Wednesday the 17th
August, (afternoon).
Catalogues will be issued.Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.

Hongkong, August 11, 1921.

VISITORS AT THE HOTELS

HONGKONG HOTEL

August 11.

Mr. W. Anderson Mr. and Mrs. N.
Mr. G. S. Andrews Kordon and A.
Or Bary children
Mr. J. E. de Beau-Mrs. M. E. Lane
champ Miss D. Lane
Mrs. R. R. Bellie Miss W. Lane
Mrs. Blackburn Miss H. Lillie
Mr. W. E. Brown Mr. C. L. Klitgam
Mr. J. Calder London
Mr. S. J. Chen Mr. H. J. C. Large
Mr. F. Davis Mr. Th. Maitkov
Mr. T. Daiso Mr. R. G. Miller
Mrs. E. Dewar Miss A. J. V. Nalley
Mr. A. Drakkar Mr. and Mrs. W. P.
Mr. C. W. Eaton Neeson
Engineer-Captain Mr. W. E. Nelson
S. J. Ferguson Mr. A. Nielsen
Mr. J. C. Finch Mr. and Mrs. A.
Mr. Joe Fisher Underweiser
Eng.-Capt. H. S. Mr. G. S. Orent
Garwood, R.N. Mr. H. J. Pease
Mr. W. J. Groomas Mr. W. de Steen
Mr. H. B. Gurney Mr. S. R. Perry
Capt. T. P. Hall Capt. T. Powell
Mr. C. P. Hammond Mr. J. Seith
Mr. C. H. Harcourt Major C. C. Staples
Mr. S. C. Harris Mr. W. de Steen
Mr. J. Scott Black Mr. and Mrs. F. A.
Miss H. M. Hirst Stevenson and 2
Mr. and Mrs. C. G. children
Honorees Sir Eric & Lady
Mr. E. A. Hooper Stuart Taylor
Mr. H. G. Huse Mr. and Mrs. C. E.
Mrs. W. D. Isaacs Smith
and son Mr. E. F. Townsend
Mr. Anthony Jenkins Mr. A. Turner
Mrs. L. M. Jones Mr. and Mrs. H.
Mr. L. M. Joseph Williams
Mr. and Mrs. N. R. H. Weller
Kaldsch

REPULSE BAY HOTEL

Mr. R. J. Birbeck Mr. and Mrs. F. B.
Mr. Columbie Lynch
Mr. J. D. Dauby Mr. P. Marks
Mr. P. B. Dougherty Mr. G. A. Mognash
Mr. E. J. Drake Mr. E. Molini
Mr. A. W. Eustace Mr. and Mrs. R. J.
Mr. G. T. E. Leigh Neve
Mrs. Garrod and Mr. & Mrs. Newcombe
daughter
Mr. and Mrs. Geare Mr. H. D. Rolph
Miss Geare Mr. Kinsley
Mrs. Grant and child Capt. & Mrs. Tonkin
Mr. and Mrs. Har-Mr. & Mrs. Travers
rington

PEAK HOTEL

August 8.

Mr. J. Anguin Miss Kerkolevsky
Mrs. McAlm Mr. J. H. King
Mr. W. Anderson Mr. H. P. Lomarch
Mr. and Mrs. Ashton Mrs. Landry
Mr. K. H. Ammer Mr. S. J. Lejand
Mr. E. C. Bell Mr. J. U. Lloyd
Mr. Y. Penjamin Miss L. Loevey
Mr. H. B. Bate Mr. Launt de Lusig-
nan
Mr. D. E. Blair Mr. R. MacGregor
Mr. M. J. Breen Mr. and Mrs. W.
Mr. J. G. Bridger Mayoy
Mr. H. R. Bridger Mr. and Mrs. Melrose
Mr. M. R. Brown Mr. and Mrs. J. J.
Mr. P. D. Butler Mr. and Mrs. J. J.
Mr. C. H. Crouse Miller
Mr. G. F. Caville Capt. & Mrs. T. S. Mills
Mr. J. D. Crawford Mr. A. M. Myott
Mr. and Mrs. J. A. M. Myott
Chwick Dr. H. P. Notage
Miss M. Chapin Mr. A. H. Penn
Major G. J. Chap-Hon. Mr. and Mrs. T.
L. Perkins
Mr. and Mrs. T. W. W. Mr. and Mrs. W. E.
Church Roberts
Miss Clarke Mr. J. S. Robinson
Mr. W. A. Cornell Mr. and Mrs. R. K.
Mr. R. Crowley Mr. and Mrs. R. K.
Mr. C. W. Davey Mr. and Mrs. R. K.
Eng.-Comdr. W. Mrs. S. M. Rody
Dean Mr. and Mrs. J. V.
Miss Fairly Mr. and Mrs. J. V.
Rev. and Mrs. W. T. Sloan
Mrs. O. H. Jones Mr. A. Findlay Smith
Mr. and Mrs. J. C. H. Spicer
Miss J. P. Gibbons Mr. and Mrs. R. J.
Mr. D. Hall Stevenson
Mrs. O. H. Jones Mr. and Mrs. R. J.
Mr. and Mrs. A. R. Mr. J. P. Swindell
Holt Mr. and Mrs. R. J.
Mrs. T. Jaquemin Brett
Mrs. E. A. Jeffery Mr. and Mrs. H. Thomas
Mrs. O. S. Johnson Mr. B. Walin
Mrs. M. Jones Mr. and Mrs. P. A.
Miss E. K. K. E. Webb
Mr. and Mrs. N. A. Mr. H. H. Weller
Kaldsch Mrs. E. J. Weller
Mr. and Mrs. K.
Kaldsch

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.JUST received a large Consignment
of (1) LACTOGEN the most digestive
food for Infants, which keeps good in
quality during Hot weather (2) LAC-
TOSE (Milk Sugar) for sweetening the
foods of Infants and Dyspeptics (3)
MILFORD-MCGRATH FLUID INSEC-
TICIDE the Best Fluid for destroying
Flies, Mosquitoes, Bugs, Flies and all
other Insect Pests in Summer days, and
(4) JOHN CARILL'S GOLDEN
FLEECER, MAGIC and CINDERELLA
SOAPS for keeping everything clean in
Houses.PRICES are Very Moderate. In-
spection and Enquiries are cordially
invited.SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 61 & 63, Cross Street, Central, Hongkong.
Telephone Nos. 123

理代泰豐

FOR HOUSEHOLD
ECONOMYUSE
HOME GROWN
VEGETABLES.Just Received
New Supply of
SEEDS.GRACA & CO.,
No. 10, Wyndham Street,
P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.
MADE TO ORDER.CHERRY & CO.,
PEDDER STREET,
Opposite Hongkong Hotel
Telephone No. 491.
Hongkong, March 30, 1914.TANG YUK, DENTIST.
Successor to
the late SIEN TING,
14, D'Almeida Street.
TERMS VERY MODERATE.
CONSULTATION FREE.THE NEW JERSEY REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3Sole Agents for Hongkong and South China.
Nos. 61 & 63, Cross Street, Central, Hongkong.
Telephone Nos. 123

ASABI BEER

SOLE AGENTS:
MITSUBISHI TRADING COMPANY"Embassy"
Virginia
Cigarettes
Finest
QualityThe kind of quality that not only
pleases the smoker but gratifies
an ideal of the manufac-
turers to produce the
finest of Virginia
Cigarettes.Sold in
tins of 50's
25 Cigarettes
also
packets of 10's

This Advertisement is issued by British-American Tobacco Co. (China), Ltd.

A FINANCIAL CRISIS.

VARIOUS DEFINITIONS OF SUCH
CONDITION.

In an arbitration which is just being
brought to a close one of the ques-
tions that has come up for decision
is, states the *Financial Times*, whether
a certain set of circumstances at a
particular period did or did not con-
stitute a financial crisis. Now, at
first sight "What is a financial
crisis?" seems an inquiry susceptible
of prompt and easy solution. Yet
the proceedings revealed a consider-
able and interesting diversity of
opinion. There is no conflict of
view about a catastrophic calamita-
tion of events like the Overend
Gurney smash in 1866, the Baring
failure in 1890, and the American
collapse in 1907, but evidently there
are other states of disorder in the
commercial and financial worlds
which do not command a unanimous
verdict. The subject is attractive
enough to induce us to pursue it
further, especially as it must be one
in which all our readers may be
presumed to take a wide interest.
Let us see first of all how the au-
thorities describe a crisis. It is only
of late years that economic develop-
ments have enabled an increasingly sharp
line to be drawn between commercial
and financial crisis, and therefore
practically all standard definitions
still include the latter in the former.

DICTIONARY EXPLANATIONS.

Here is what the lexicographers
have to say on the subject—"A
vitally important or decisive stage in
the progress of anything; a turning-
point; also, a state of affairs in which
a decisive change for better or worse
is imminent; now applied especially
to times of difficulty, insecurity and
suspense in politics or commerce."

MURRAY.

A turning point in the progress of
an affair or of a series of events; a
critical moment; a juncture on which
depends a transition to better or
worse; as a financial crisis;—Funk.
"Times of difficulty in commercial
matters are, when pressure becomes
acute, termed crisis."
In some respects all crisis are alike,
inasmuch as all such events arise
from what is called an "abuse of
credit." But that abuse may take
various forms, sometimes the vagaries
of banks in lending enormous sums
without any security that can be
realized have caused the trouble. At
other times... great invest-
ments by the public in stocks which
are worthless, or much depreciated,
have had a similar effect in arousing
exaggerated alarms. The cause
varying, the results also vary, much
—Palgrave.

MILL'S FAMOUS DEFINITION.

Both Murray and Funk refer to
J. H. Stuart Mill's classic definition of
a commercial crisis as illustration of
their own accounts, and as the defini-
tion still remains the most lucid of

any put forward by the economists,
we quote it below—

We could imagine that in an
epidemic fit of the passion of gambl-
ing, all dealers, instead of giving only
their accustomed orders to the
manufacturers or growers of their
commodity, commenced buying up
all of it which they could procure, as
far as their capital and credit would
go. All prices would rise enormously;
even if there were no increase
of money and no paper credit, but a
mere extension of purchases on book
credits. After a time those who had
bought would wish to sell, and prices
would collapse.

This is the ideal extreme case of
what is called a commercial crisis.
There is said to be a commercial
crisis when a great number of
merchants and traders at once, either
have, or apprehend that they shall
have, a difficulty in meeting their
commitments. The most usual cause
of this general embarrassment is the
recoil of prices after they have been
raised by a spirit of speculation,
intense in degree and extending to
many commodities.

That Mill clearly intended to in-
clude purely financial events within
the scope of his classification is
shown by his subsequent references
to the 1847 crisis—"another class of
mercantile phenomena"—which was
chiefly brought about by speculation
in Railway securities initiated mainly
by George Hudson. This was one of
the first crisis due chiefly to extensive
gambling in shares, though the
collapse in 1825 was largely con-
tributed to by the bursting of a boom
in mining enterprises in South
America.

WHAT THE STREET THINKS.

In the arbitration case referred to
the views of witnesses were of a very
colloquial character and naturally
lacked scientific vividness, but they
plainly showed how each individual
expected a crisis to affect him per-
sonally. The crowning proof to most
men was that it restricted their credit
with their bankers in respect of
speculative commitments. To an-
other it was a bad time in which to
bring out companies. One gentleman
advanced at evidence of a crisis the
difficulty of unloading securities on
the public.

Arbitrator: You mean you were
left with the baby?
Witness: Yes.
Counsel: But that isn't so unusu-
al an affair, is it?
Witness: No, but when the baby
is twins, it's a crisis.
These examples are picked out in-
telligibly the ideas of men as to what
constitutes a crisis. In addition, of

FOR A WEAK STOMACH.

As a general rule all you need to do
is to adopt a diet which is suited to your
own constitution and to keep your
bowels regular. When you feel that
you have eaten too much and when
constipation takes one of the common
forms, take one of Chamberlain's
Cathartic Tablets. For sale by all Chemists and
Druggists.

UMBRELLA OF RANK.

USED BY NEGRO CHIEF AT
PRIVY COUNCIL.

A gorgeously-arranged West African
chief, under his umbrella of state,
sat before the Judicial Committee of
the Privy Council last month. He
was dressed in—A white robe;
cloak of blue and gold brocade; and
wore a white hat. He was one of
the Idejo White Cap chiefs of Lagos,
and his white cap was granted in the
eighteenth century to a predecessor
and fellow chiefs in token of their
ownership of the land of their respec-
tive clans.

His son, also picturesquely attired
attended the court carrying the
umbrella of state; while a secretary
bore a long silver-headed staff sent
by the Prince of Lagos to identify
the chief.

On the staff was an inscription
showing that it was presented in 1852
to the grandfather of the present
prince by the British Government, as
a memorial of the treaty and for the
suppression of the slave trade, the
promotion of commerce, the abolition
of human sacrifices, and the protection
of Christian missionaries.

The chief claimed absolute owner-
ship of the land held by him, and
complained to the Privy Council that
250 acres of it had been taken by the
Colonial Government for public
purposes.

For the defence it was urged that
the property in the land in dispute
was ceded to the British Government
by the King of Lagos in 1861, and
that the chief was only entitled to
compensation for certain rights of
control and management.

This view had been upheld by the
Supreme Council of Nigeria (Southern
Province), but the chief, in his appeal,
now asserted that the land did not
form part of the territory ceded to
the British Crown, and that it had
belonged from time immemorial to
his predecessors as head chiefs of the
Oluwa family.

The hearing was adjourned.

NOTICES.

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
BENSON'S ENGLISH WATCHES,
ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

TO-DAY'S RECIPE

BANANA
TRIFLE

Cut some Bananas into slices and place
them in a glass dish. Sprinkle them
with a little sugar and pour over a
little sherry. Now spread a little apricot
jam over and pile on top some
"NESTLE'S" Pure Rich Cream
(whipped, sweetened, and flavoured).
Decorate the top with crystallised
apricots.

NESTLE'S REAL CREAM

Obtainable at Lane, Crawford & Co.,
and other Stores.

TWO SIZES:

5½ oz. 50 cts. per tin.
11½ " 90 " "

LONG HING & CO., PHOTO SUPPLIES,
Developing & Printing a SPECIALITY.
No. 174, QUEEN'S ROAD CENTRAL, HONGKONG.

HOTELS AND CAFES.

HONGKONG HOTEL
(Hongkong)REPULSE BAY HOTEL
(Repulse Bay)PENINSULA HOTEL
(Kowloon)
(under construction)

HONGKONG HOTEL GARAGE

TOWN GARAGE &
SHOW ROOMS
(Pedder Street)

RUSSELL STREET GARAGE

REPULSE BAY GARAGE

PROPRIETORS:

THE HONGKONG HOTEL CO., LTD.

THE PEAK HOTEL.

1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
Under the Management of—
Mrs. BLAIR.

(Two minutes from
Star Ferry.) PALACE HOTEL KOWLOON

Recently renovated and refurbished, electric light and fans throughout
and entirely under new management. Cuisines under the personal supervision
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to
families on application to
Telephone K. 3. Telegraphic Add.: "PALACE"
J. H. OXKERRY, Proprietor.

HOTEL "ASIA"

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and
Elevators. Roof Garden. Hairdressing Saloon.
Splendid Views of City and Pearl River.
Excellent Cuisine. Moderate Rates.

Under the Management of the
SUN CO., LTD., CANTON.

KING EDWARD HOTEL

Central location
in the heart of the city.
The hotel is a fine building
with a large garden and
a swimming pool. The
rooms are comfortable and
the service is excellent.
For more information
apply to the manager.
J. WITCHELL, Manager.

FRENCH LESSONS

By M. MOURMION
11, Marquis Street, N. 10

Hughes & Hough
AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS.

THE Underigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,
August 16, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS.

Comprising:—
Dining Suites, Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, Teakwood, Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., (famed Teakwood), Sideboards, Dinner Wagon, Dinner Services, Crockery, &c., Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-plated Ware, One American Ice Chest,
Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, Enamel Bath,
Also
One Auto Piano by Rastner & Co., London, and 60 Rolls Music.
(Full Particulars from Catalogue).
Terms: Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 10, 1921.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,
August 16, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Consignment of WHITE GOODS.

Also
Ladies' and Gents' Handkerchiefs, Damask Table Cloths 90 and 68 inches wide, Serviettes, Turkish and Fuchsia Towels, Bed Quilts, Bed Valances, Bedspreads, Pillow Cases, Cotton Calico, Dollies, Tray and Glass Cloths, Shirtings, Sheetings 72 and 90 inches wide, Bed Sheets.
&c., &c., &c.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 10, 1921.

(FOR ACCOUNT OF THE CONCERNED),

TUESDAY,
August 16, 1921, commencing at 3.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

One Stealway Grand Piano
full size
recently restrung and fully renovated.
Can be seen by appointment with the undersigned.

Terms:—Cash on delivery.

HUGHES & HOUGH,
Auctioneers.
Hongkong, August 11, 1921.

INTIMATIONS

NOTICE.

NOTICE IS HEREBY GIVEN that the HONGKONG DOLLAR DIRECTORY has been acquired, as from July 7th, 1921, by the undersigned with all rights and titles, and will hereafter be published by them. No claims against the Hongkong Dollar Directory incurred prior to this date will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE LTD.
5, Wyndham Street.
Hongkong, July 7, 1921.

FOR SALE.

New and Used.

HARDLEY DAVIDSON'S.
INDIANS.
HENDERSON'S.
WOLFE.
and SMITH.
MOTOR CYCLES.

REEVES & CO.,
108 114, Woo-Sung Street,
Kowloon.

TEETHING CHILDREN.

TEETHING children have more or less diarrhoea, which can be controlled by giving Chamberlain's Colic and Diarrhoea Remedy. All that is necessary to give the remedy is to follow the directions on the bottle. It is a safe and sure cure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Druggists.

INTIMATIONS

NOTICE.

THE PUBLIC ARE HEREBY NOTIFIED that when trolleys are run to and fro across Canton Road, Kowloon, between the Hongkong & Kowloon Godown Co's premises and their timber yard opposite, a man will be stationed in the road to give warning to other traffic by day with a red flag, by night with a red lamp. To prevent accidents the public should pay strict attention to these signals.

E. D. C. WOLFE,
Captain Superintendent of Police.
9th August, 1921.

KOWLOON CANTON RAILWAY.

Unveiling of Memorial Stone at Fanning on SUNDAY, the 14th instant.

ACCOMMODATION for those desiring to be present will be provided on train leaving Kowloon at 3.00 p.m. Return from Sheung Shui at 6.17 p.m.

By Order,
H. P. WINSLOW,
Manager.
Kowloon, August 10, 1921.

NOTICE.

THE PETITION for a more Representative form of Constitution in Hongkong will be collected from the places where it has been deposited for signature, on MONDAY, 15th inst.

Hongkong, August 9, 1921.

CONSTITUTIONAL REFORM ASSOCIATION.

PRECIS OF PETITION.

THE LEGISLATIVE COUNCIL of Hongkong makes the laws and levies the taxation for all purposes in the Colony.

This Council is composed of 14 members—8 official and 6 unofficial. All the officials are obliged to vote as directed by H.E. The Governor, whose will is therefore law.

Of these 6 unofficial members of Council 4 are selected by the Governor, and only 2 go through any form of election.

These two are chosen respectively by the Chamber of Commerce and the unofficial Justices of the Peace, the latter of whom are all appointed by the Governor. These two bodies number together only about 350 electors. As, however, many belong to both bodies, the actual number of individual voters is less than 350, for some of them have two votes each. The rest of the community have no vote at all.

The Petition, which you are invited to sign, asks the House of Commons to remedy this state of affairs by:—

1. Substituting the principle of election for nomination in the case of the non-Chinese members, so that they may, in fact as well as in name, represent those on whose behalf they speak and vote.
2. Granting a sufficient majority of one (subject to adequate safeguards) by increasing the number of unofficial members of Council from 6 to 9.
3. Creating a wider electorate for the above purpose by giving the vote to all British subjects on the Jury List and to those who are qualified for Jury service but exempted from it by reason of their occupations. This would embrace many Government servants and members of the Imperial Forces in the Colony. The representation of the Chamber of Commerce would be left unchanged, as it is felt that the important local commercial and shipping interests require direct and expert representation. The Chinese representation would be increased from two to three members in order to maintain the same proportion as at present. These members would continue to be appointed by the Governor.

H. E. The Governor has reported to the Secretary of State for the Colonies in favour of the election of all non-Chinese members and has added that he is agreeable to an increase in the total electorate provided the official element is increased accordingly.

He has expressed a doubt, however, whether any change is generally desired.

YOU ARE NOW ASKED TO REMOVE THIS DOUBT BY SIGNING THE PETITION.

KEATING'S WORM TABLETS.

A very valuable medicine for the treatment of all cases of intestinal worms, whether in children or adults. It is a safe and sure cure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Druggists.

MASSAGE.

Mr. RONDA and Mrs. RONDA.
14 years experience.
No. 24, Wyndham Street,
(Opposite the China Mail).

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY-SEVENTH DAY OF JULY, 1921, AT NOON, for the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company, which will be submitted to the Meeting. A print of such draft new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid, and a comparison of the print of the existing Memorandum of Association with the print of the draft new Memorandum of Association will show wherein the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

- (1). That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, aforesaid. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by underlining in black ink and by marginal notes. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

- (2). That the new Articles after approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, aforesaid, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING will be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

- (3). That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.
- (4). That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting of 20,000 shares to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.
- (5). That it is desirable to capitalize the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalization a sum of \$1,000,000 be distributed as bonus among the shareholders at the

WANT ADVERTISEMENTS

35 WORDS & UNDER, 1/6 PER LINE.

Every additional word & Cents for 3 insertions.

TO LET.

TO LET—GOODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

FOR SALE.

FOR SALE—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plot & further particulars apply Box 1888, c/o "China Mail."

PUBLIC AUCTIONS

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 25 years, less 3 days.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

PARTICULARS OF THE LOT.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

WANT ADVERTISEMENTS

35 WORDS & UNDER, 1/6 PER LINE.

Every additional word & Cents for 3 insertions.

TO LET.

TO LET—GOODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

FOR SALE.

FOR SALE—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plot & further particulars apply Box 1888, c/o "China Mail."

PUBLIC AUCTIONS

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 25 years, less 3 days.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

PARTICULARS OF THE LOT.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

WANT ADVERTISEMENTS

35 WORDS & UNDER, 1/6 PER LINE.

Every additional word & Cents for 3 insertions.

TO LET.

TO LET—GOODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

FOR SALE.

FOR SALE—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plot & further particulars apply Box 1888, c/o "China Mail."

PUBLIC AUCTIONS

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 25 years, less 3 days.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

PARTICULARS OF THE LOT.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

WANT ADVERTISEMENTS

35 WORDS & UNDER, 1/6 PER LINE.

Every additional word & Cents for 3 insertions.

TO LET.

TO LET—GOODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

FOR SALE.

FOR SALE—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plot & further particulars apply Box 1888, c/o "China Mail."

PUBLIC AUCTIONS

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 25 years, less 3 days.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

PARTICULARS OF THE LOT.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

WANT ADVERTISEMENTS

35 WORDS & UNDER, 1/6 PER LINE.

Every additional word & Cents for 3 insertions.

TO LET.

TO LET—GOODOWN at Yau-mai. For particulars apply to THE HONGKONG LAND RECLAMATION CO., Ltd.

FOR SALE.

FOR SALE—ONE or TWO LOTS of LAND, in Jordan Road, Kowloon, about seven minutes by Ricksha from Ferry. For plot & further particulars apply Box 1888, c/o "China Mail."

PUBLIC AUCTIONS

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 15th day of August, 1921, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of the CROWN LAND in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 25 years, less 3 days.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

PARTICULARS OF THE LOT.

No. of lot.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Estimated Annual Rent.	Upset Price.
1.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...
2.	At the junction of the New Kowloon Road and the Victoria Road, near the Victoria Park.	...	...	...	...

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

RUSSIAN FAMINE.

LONDON, August 11th.

Numerous prominent persons, including Lord Birkhead, the Archbishop of Canterbury, Lord Crew, Mr. Asquith, Lord Robert Cecil, Field-Marshal Sir William Robertson, and leading Labourites have signed an appeal to the nation on behalf of Russia, declaring that no nation suffered in the war more terribly than Russia and none received so little of the healing gift of sympathy. The hope is expressed that the broken links may be restored by common efforts to save life and alleviate pain.

A description of the famine in Russia has been prepared by the Friends' Emergency Relief Committee's Mission at Baranowic.

Hordes of men, women and children, it is said, are pouring into Poland, involving a grave danger of the spread of infection. The Baranowic camp is equipped to handle 4,000 refugees a week, but was recently called on to deal with 24,000. The whole group had to be let through without disinfection. A further 6,000 arrived before the camp was cleaned. There was a pathetic family group in a field surrounding a woman, who had given birth to a child on a Sunday. It was found by the Friends' worker that, on Wednesday, the woman was still unable to get accommodation in hospital.

The Herald's Moscow correspondent telegraphs an appeal, which Lenin has addressed to the workers of the world, stating that the famine in several provinces equals that of 1911. Lenin describes the present situation as a terrible scourge to the country's superannuated farming methods and to the seven years of war imposed on peasants and workers by the capitalists of the world.

PARIS, August 11th.

In the Supreme Council, describing the essential measures to cope with the Russian famine, as a result of his experience in the Indian famine when he was Viceroy of India, Lord Curzon recommended, inter alia, the enlistment of the aid of the people of India and other places which had experienced famine.

SOVIET FOREIGN POLICY.

LONDON, August 11th.

The relaxation of a hostile Soviet policy against foreign interests is indicated by the fact that the Lenin Government has invited Mr. Leslie Unghart, the chairman of the Russo-Asiatic Consolidated Company, who is accompanied by five technical experts, to proceed to Moscow to pursue the preliminary negotiations started by Mr. Krasin in London, with a view to the return of the Russo-Asiatic Company's Siberian properties.

It is expected that an agreement will be concluded in a few weeks.

The Financial Times understands that while Mr. Unghart's visit is primarily concerned with the company's properties, he will be able to protect other great British interests in Russia. The newspaper believes that all future agreements will be modelled on the Russo-Asiatic Company's settlement.

INCIDENT IN SILESIA.

PARIS, August 9th.

A message from Oppeln (Silesia) says that in a search in a castle near Rosenberg large secret stores of arms and munitions were seized by a British detachment, which was attacked by Germans and forced to surrender the booty they had seized.

LONDON, August 11th.

The German report of a fight in the Rosenberg district, mentioned yesterday, is officially confirmed in London.

It appears that fifteen British soldiers, accompanied by a French "contingent" on August 7th, searching for arms reported hidden at Botsanowitz, were attacked, fired on and surrounded by 300 Germans.

Under a threat of death, the British surrendered the arms and the prisoners they had seized.

The German Plenipotentiary in Upper Silesia has called on the British Commissioner and apologised on behalf of the German Government and the law-abiding Silesian Germans for "the unprovoked attack on British troops who were executing their lawful duty." Otherwise, the position in Upper Silesia is quiet.

KING'S CIVIL LIST.

LONDON, August 11th.

In the House of Commons, moving the second reading of the bill authorizing the Duchy of Lancaster to realise a capital of £100,000 and apply the proceeds to revenue, Mr. Austen Chamberlain made interesting revelations regarding His Majesty's Civil List, which he said, had shown a progressive deficit for several years. It was £24,000 in 1919, £45,000 in 1920, and would probably be greater in 1921, despite His Majesty's stringent economies. The Government seriously considered whether the House should not be invited to grant a temporary supplement, but His Majesty the King, bearing in mind the serious state of national finances, public spiritedly declined to agree to add to the charges of the public funds. (Cheers.) The King would be prepared to see a material reduction in ceremonial splendour associated by tradition with the British Throne, but the Government, as the mouthpiece of Parliament, people and the Empire, advised His Majesty that the dignity of the Crown should be maintained.

MARKET PRODUCE IN HONGKONG.

APPROXIMATE RETAIL PRICES.

August 11th, 1921.

Butcher Meat.

Best Sirloin.—Mal Leng Pa .. lb.	24
" Prime Cut lb.	24
" Corned.—Ham Ngau Yek .. lb.	24
" Roast.—Shin lb.	24
" Breast.—Nan Nam lb.	24
" Soup.—Toong Yek lb.	24
" Steak.—Ngau Yek Pa lb.	24
" Steak Sirloin.—Ngau Lau .. lb.	24
" Sausages.—Ngau Cheung .. lb.	24
Salmon's Brains.—Nau No ypr each	10
Tongue, fresh.—Ngau Li each 60	
Tongue, corned.—Ham Ngau Li each 60	
Head.—Nan Tam each	1.00
" Heart.—Nan Sam lb.	14
" Hump, Salt.—Nan Kin lb.	10
" Feet.—Nan Kook each	10
" Kidneys.—Nan Yik lb.	10
" Liver.—Nan Kook lb.	14
" Tripe (redhead).—Ngau To .. lb.	6
Olives, Head and Feet.—Ngau-bai .. each	1.00
Mutton Chop.—Yeung Pak Kwai .. lb.	34
" Leg.—Yeung Pak lb.	34
" Shoulder.—Yeung Shan lb.	30
" Saddle.—Yeung On Yek lb.	30
Pig's Chilling.—Chu Chong lb.	25
" Brains.—Chu No per set	2
" Feet.—Chu Kook lb.	18
" Fry.—Chu Chap lb.	18
" Head.—Chu Tai lb.	15
" Heart.—Chu Sam each	10
" Kidneys.—Chu Yik each	10
" Liver.—Chu Kin lb.	10
Pork Chop.—Chu Pak Kwai lb.	26
" Leg.—Chu Pak lb.	32
" Loin.—Chu Hui Tsa lb.	34
" Fat or Lard.—Chu Yik lb.	22
Sheep's Head and Feet.—Yeung .. each	70
" Heart.—Yeung Sam each	9
" Kidneys.—Yeung Yik lb.	12
" Liver.—Yeung Kin lb.	14
Beefing Pig, to order.—Chu Tai .. lb.	24
" Meat.—Shang Ngau Yek lb.	20
" Mutton.—Shang Ngau Yek lb.	20
" Fat.—Ngau Tai Yek lb.	24
" Sausages.—Ngau Tai Cheung .. lb.	28

Fish.

Barbel.—Ka Yik lb.	18
Bream.—Pin Yik lb.	24
Canton Fresh Water Fish lb.	20
" Carp.—Ho Sin Yik lb.	20
" Cat.—Li Yik lb.	20
" Codfish.—Chik Yik lb.	20
" Grouper.—Man Yik lb.	22
" Halibut.—Chung Kwai lb.	20
" Haddock.—Wong Fa Yik lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Sole.—Wong Fa Yik lb.	20
" Dog Fish.—Tik To lb.	12
" Eel.—Chung Kwai lb.	20
" Fresh water.—Tik Shui Yik .. lb.	18
" Yellow.—Wong Fa Yik lb.	20
" Frog.—Tik Yik lb.	20
" Trout.—Shan Yik lb.	20
" Grouper.—Pak Kwai Yik lb.	12
" Herrings.—Tik Pak Yik lb.	20
" Haddock.—Chung Kwai lb.	20
" Labrus.—Wong Fa Yik lb.	20
" Loach.—Wu Yik lb.	34
" Mackerel.—Lung Yik lb.	20
" Mackerel.—Chik Yik lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12
" Mackerel.—Chung Kwai lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12
" Mackerel.—Chung Kwai lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12
" Mackerel.—Chung Kwai lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12
" Mackerel.—Chung Kwai lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12
" Mackerel.—Chung Kwai lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12
" Mackerel.—Chung Kwai lb.	20
" Mackerel.—Wong Fa Yik lb.	20
" Mackerel.—Tik Yik lb.	20
" Mackerel.—Shan Yik lb.	20
" Mackerel.—Pak Kwai Yik lb.	12

WATSON'S

"E"

WHISKY

EQUAL TO ANY—BETTER THAN MOST.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants,

Phone 616.

Wm. Powell Ltd.

TELEPHONE 346

FIRST DELIVERY OF
NEW SEASON'S MATERIALS.

SPECIAL DISPLAY OF

DUCHESS
CHIFFON VELVET,

A BEAUTIFUL RANGE OF COLORS.

LT NAVY	CORAL	EMERALD
MOLE	LILAC	SAXE
GREY	ORANGE	JADE
NUGGER	MAIZE	ELECTRIC
LT BROWN	BLACK AND NAVY.	PLUM

EXCLUSIVE DESIGNS IN
FOULARD DRESS LENGTHS.

We Specialize in

Social and Business Stationery,
Loose Leaf Binders and Books,
Novelties for the Home and Office,
Dennison's Xmas Decorations.

INSPECTION SOLICITED

DER A. WING & CO.

60, Des Voeux Road, CENTRAL.

BIRTHS.

ACQUINO.—On August 2, 1921, to Mr. and Mrs. J. d'Acquino, a son.

LANNING.—On August 3, 1921, at Kobe, to Mr. and Mrs. O. V. Lanning, a son.

MARRIAGE.

TEICHMAN-NIVEN.—On June 18, 1921, at Bromley, Eric, Teichman, C.I.E., of H.B.M. Consular Service in China, to Ellen Cecilia Niven (nee Teesdale), widow of Major D. S. Niven, O.B.E., 25th Cavalry, I.A.

DEATHS.

BRAN.—On July 31, 1921, at Kuliang, from pneumonia, the beloved wife of H. Shelley Bran, of Foochow.

ANDERSON.—On August 3, 1921, at Shanghai, William Anderson, 2nd officer China Navigation Co.'s service.

FEARON.—On August 5, 1921, at Peking, after a severe operation, Francis Low Fearon, son of Mrs. J. S. Fearon and the late Mr. J. S. Fearon, aged 39 years.

MACKINNON.—On August 5, 1921, at Shanghai, William Mackinnon, late chief engineer of Jardine, Matheson & Co., Ltd., aged 42 years.

The China Mail.

TRADE, JUSTICE, PUBLIC SERVICE.

HONGKONG, FRIDAY, AUGUST 12, 1921.

IN ENGLAND NOW.

Impressions of England by recent visitors vary, just as the evidence of anxious witnesses about anything always does. Some men are caught short when it comes to giving the unprejudiced truth, but almost all

man of some sort, this one, so we attach importance to this bit, about London faces. "Facial expression and general appearance of men of 35 to 40 arrests one's attention. On inquiry find they attribute leanness and care-worn expression to inadequacy of rations and worry and anxiety caused by bombing raids during the war. This, mark you, refers to men who are something in the city." He is delighted with the theatres, but scorns the "revues." They never were good, those. A stage decadence. "Artisans" jostled him around the seven-and-six-penny ticket place at the Coliseum. Amazed. Naturally. Used to separate entrance for coolies, you see. Notes that women folk too fond of puffs, powder, and rouge. He does not know it, but he is missing the clear, shiny, healthy skins of the Asiatic women. He refers to the coal strike as "a fit of midsummer madness that will never be forgotten." A point of view. It interfered with his railway travelling. He flew from Croydon to Paris, aeroplane, and had a couple of weeks there. No labour troubles. H'm. Returned to England. "Astounded at the class hatred shown on all sides. Driving through mining villages in the Midlands, the colliers turn out to about 'Down with the big uns' as car passes through them. Youths spit as you pass by, colliers living by poaching in big game and nasty tempered gangs too." Saw that, no doubt, as his car whizzed through. The dear fellow saw a naive politician! He argues that if everybody had been conscripted during the war, including bankers, manufacturers, shippers, etc., at any rates, "there would have been no profiteering." How true! He had long talks with members of the working classes—"never struck such inconsistency in my life." Glasgow the worst spot in the Empire for Red Revolution and Bolshevik doctrines—very bad indeed.

Well, there you have impressions of the land you know, by a type of man you know. They may not tell you all you'd like to know; but they may help to reconcile you to residence in Hongkong, where your grievances are mostly subjective and negligible.

LOCAL AND GENERAL.

The "silly season" apparently is not confined to newspapers at this time of the year. As evidence of the effects of the heat the N.C.D. News learns that the Light Horse within the past few days have challenged the Shanghai Scottish, S.V.C., to a cross-country race. The khaki have been fully equal to the occasion, and have accepted the challenge on condition that they are allowed the use of side saddles.

After lasting for nearly six months, a dispute between the local fishermen and the Chinese hotels, restaurants and eating houses has been settled and fanny foods are once more figuring on the menu cards. The trouble arose in the first instance over the abolition by the fishermen of the practice of paying gratuities on settlement of accounts. The Secretary of the Chinese Chamber of Commerce (Mr. Ip Lau Chuen) was largely responsible for the settlement.

Even old residents in Shanghai affirm that only the common grass snake is found in the surrounding marsh land. During the hot weather, however, this has not been the experience of those who take early morning rides, who tell some alarming stories of reptiles 5 ft. long lying stretched across the road. Nowadays, too, people have ceased to perch on after dinner walk round the Rubicon, or along a part of it, owing to the prevalence of a snake scare in the Siccawei Road neighbourhood.

The death has taken place at the Rockefeller Hospital, Peking, at the age of 39 years, of Mr. Francis Low Fearon, following upon a severe operation. Mr. Fearon, who was the son of the late Mr. J. S. Fearon and Mrs. Fearon, had been in poor health for some time. About three weeks ago he underwent an operation, which appeared successful, but later it was found that a further operation was necessary. This was performed on Thursday last week and first reports were satisfactory, but death occurred early the following morning.

Members of two prominent Chinese families were wedded at the Ling Sang Hall, New Kiangwan Road Shanghai in the presence of a very large gathering of friends, on Thursday afternoon last week when Miss Frances Yuk yung, second daughter of Mr. Louey Po-yang, comprador of the Hongkong office of Messrs. Struthers & Dixon, Inc., and Mrs. Louey, was united in marriage to Mr. David Wai-wook, third son of Mr. Andrew Au Ben, managing director of the Sincere Co., Ltd. The groom is a graduate of St. John's University, Shanghai, with the degree of Bachelor of Arts, and is a director of the Sincere Co., which company he is to represent in London as manager; while the bride is a former student of St. Mary's Hall, Shanghai, and the True Light Middle School, Canton.

SPECIAL CABLES.

IMPROPER DRIVING.

MANY MOTORISTS CHARGED AT SHANGHAI.

[China Mail Special.]

SHANGHAI, August 11. No fewer than 38 cases—an extraordinarily large number—were before the Traffic Court which sits in the International Mixed Court. Evidently the Shanghai police are tightening up restrictions on speeding and improper driving. One chauffeur was fined \$100 and several \$50. One chauffeur was alleged to have driven along Nanking Road at nearly forty miles an hour.

CATHOLIC PRIEST DEAD.

REV. BEAUBLAT DIES AT SINGAPORE.

[China Mail Special.]

SINGAPORE, Aug. 11. The Rev. Beaublat, of the Missions Etrangères, formerly of Hongkong, died at Singapore today.

LOCAL AND GENERAL.

One fatal case of plague, Chinese, was notified yesterday.

Captain G. A. G. Morse of the B. and S. Steamer "Luchow" has gone master of the s.s. "Wuhu" in place of Captain Mechem.

Yesterday afternoon a thief entered the cabin of Mr. Hockstra, 5th on inner of the steamer "Tiki" and stole from a locker 230 guilders in notes and \$230 in Shanghai currency.

Mr. S. Nagano, Japanese agent, of No. 19 Praya East, reports that in addition to the property already reported as stolen from his godown in Anton Street he has since discovered the loss of 27 rolls of S.W.G. flexible cord, valued at \$105.

Found sick and destitute in Cleverley Street at 2 o'clock yesterday morning, a Chinese has been removed to the Tung Wah Hospital. Picked up in Chater Road at 9 p.m. yesterday, another sick and destitute Chinese was admitted to the same hospital for treatment.

No. 1, Morton Terrace, Causeway Bay, residence of Mr. Allford was entered between 7 and 8 a.m. on Thursday. Clothing and a pair of shoes together worth \$100 were stolen from the bedroom. There is no clue as to how the thief gained admittance.

Patrons of the World Theatre will be pleased to learn that the magnificent drama "The Woman and the Law," which has been retained at great expense by the management in deference to repeated requests by Hongkong and Kowloon residents, will be screened for the last time on Monday, August 15, at the 9.15 p.m. performance.

Word has just been received in Shanghai that the judgment of the United States Court for China in the case of Steele v. American Trading Company has been affirmed by the Court of Appeals. This is the second of two appeals taken during Judge Lobingier's term of nearly eight years, with the same complimentary results to his Honour in both.

A magnificent jade carving is on exhibition this week in the Peking Art Gallery, Hsin Kai Lu. The carving is of Chien Lung white jade, fifteen inches in height and ten inches in diameter. The design is open work, showing four birds perched in various positions on a flowering almond tree. The carving is of beautiful workmanship, and is claimed to be unexcelled by any other.

After having roamed at large for about 17 months, four lepers who escaped from Cullion leper colony in the Philippines have been apprehended and returned to the colony. The four lepers made their escape the night of February 2, 1920, on a bamboo raft, which they had built themselves. They met a small sail boat and boarded it, killing three Christian women and wounding two men.

On the afternoon of July 17, says a despatch from Antung, the city of Antung was suddenly plunged into darkness on account of dark clouds covering the sky and had a terrible cyclone, accompanied by hail stones as large as a hen's egg in size. Ten Chinese on rafts on the Yalu were drowned, and 12 persons were crushed to death by trees falling upon them, while serious damage was done to crops in the locality.

In connection with the case reported yesterday, in which the sheriff of the China Mail S.S. Co. lost \$45 in notes while walking in Connaught Road Central, on Wednesday afternoon, a street coolie was this morning charged before Magistrate Lindell with the theft of the money. Mr. J. J. Leung, who appeared for the prosecution, applied for a remand, and the hearing was fixed for Thursday. It was mentioned that only \$10 of the money had been recovered.

CORRESPONDENCE.

SEATTLE CHAMBER OF COMMERCE.

[To the Editor of the "China Mail."]

Dear Sir,—On the return of the Honorary Commercial Commission from the Pacific Northwest to the Orient, Roy O. Hadley, secretary of the delegation, reported that the visitors had been most generously and courteously treated by the press of the Orient, and especially by the China Mail.

In columns of the China Mail we had already noted the liberal space and favourable comment given to the visit of the Commission. We want to assure you of our appreciation of this very fine spirit of co-operation.

We trust we may have the opportunity to keep more closely in touch with you and to render any service appropriately within our province, especially in supplying information or news items of mutual interest to your readers and the Pacific Northwest. We have a foreign news service which we trust is of some value to you. Please call upon the Publicity Bureau for any information you desire.

The delegation is enthusiastic about its trip and the cordial treatment received. The members are all strong advocates of increased travel to the Far East. The full report has not yet been made public, but will be issued soon.

Transmitting on behalf of the Commercial Commission its sentiments of appreciation to you and expressing my own sense of obligation, I am,

Yours respectfully,

HAROLD CRARY.

Director Publicity Bureau, Seattle, July 20, 1921.

KINEMA NOTES.

CORONET THEATRE REOPENING.

"A WOMAN OF PLEASURE"

The Coronet Theatre is delighted to bring beautiful and talented Blanche Sweet before the public again in her newest picture, a seven part Special Pathe Feature, entitled "A Woman of Pleasure." It will be shown for four days commencing Saturday.

After a long retirement necessitated by a nervous breakdown, Miss Sweet came back to the screen recently, more fascinating and lovely than ever, in "The Unpardonable Sin." Then Jesse D. Hampton induced her to sign a contract calling for her services as the centre of attraction in pictures with stories specially selected for her. "A Woman of Pleasure, is the first offering of The Blanche Sweet Productions.

James Willard's celebrated English melodrama that ran for three seasons at the Adelphi Theatre, London, supplied the story of "A Woman of Pleasure," which has been prepared for the screen by George Elwood Jenkins. The action takes place along the English coast and in British South Africa, where a Zulu uprising furnishes lots of thrills. The story touches upon the eternally interesting "eternal triangle." Wheeler Ockman, Wilfred Lucas, Westey Barry and Spottiswoode Aiken are prominently cast.

HONGKONG THEATRE.

"A TASTE OF LIFE."

From to-morrow until Tuesday next a fine 5-part Universal drama, "A Taste of Life," featuring Edith Roberts, will be screened at the Hongkong Theatre as the principal attraction. An amusing 2-part comedy and interesting scenes from the Universal Gazette will complete an excellent programme. These pictures will be shown at the 5.15 and 9.15 p.m. performances. On Sunday at the matinee a special drama will be screened.

OFFICE ROBBERY.

VISITOR WHO DEPARTED HURRIEDLY.

Between 1.40 and 3.40 p.m., yesterday, the private room of a Chinese draughtsman employed by a firm of contractors of No. 24, Des Voeux Road Central, 1st floor, was entered, and a leather purse containing \$179 in notes and silver, along from the pocket of a coat which was hanging from a peg on the wall near the desk. The draughtsman suspects a visitor who had entered the room to wait for him and departed before his return. During the night of the 10th and 11th inst. the top floor of No. 279, Queen's Road Central, the residence of a Chinese accountant, was entered by the roof door, which had been inadvertently left open. Two boxes of clothing, worth \$96, were stolen.

SPORT.

INTERPORT SWIMMING.

HONGKONG'S INVITATION TO SHANGHAI.

The following letter, which speaks for itself, has been received from the Secretary of the Shanghai Amateur Swimming Club:—

"My committee is agreeable to the events you mention and the places they will be swum off. It is their desire, however, that the high dive be reduced to 12 feet from diving base to the water as there is no place in any of the local baths where there is more than 10 ft. from diving base to water, and this would consequently set the local divers at a considerable disadvantage. They take it that the harbour race you mention is not an interport contest.

"The points for the team race and water polo to be as you suggested, one point per man.

"I am now writing to the Clubs here to find out if we can get sufficient number of swimmers, who, if chosen, will be willing to make the trip. We did not do that last year and found out that at the moment, after having accepted Kobe's invitation, we could only send up a very scratch team.

"I have no doubt that my committee will accept your very kind invitation."

SMALL BOY NUISANCE.

THROWING STONES AT MOTORISTS.

A small Chinese boy was this morning charged before Magistrate Lindell with having thrown stones into the car of Captain Tom Gunn, a Chinese aviator, in Connaught Road Central yesterday afternoon. He stubbornly denied the offence.

Inspector Macdonald told the Magistrate that neither the complainant nor his chauffeur had appeared in Court to prosecute the lad. The offence was a common one in the Chinese quarters, but this was the first time an offender had been caught. The complainant had told him yesterday that he had experienced the same thing several times before.

In discharging the lad, the Magistrate said that he could count himself fortunate that no one had appeared to prosecute him. If he were brought before the Court again for a similar offence, he would be liable to between 12 and 20 strokes of the rattan.

The boy left the Court still protesting his innocence.

STREET SNATCHING.

CHINESE LADIES LOSE EARRINGS.

An elderly Chinese lady was riding in a chair in Bonham Road yesterday afternoon, when a man came up from behind and snatched from her left ear an ear-ring set with large and small diamonds, worth \$250. The coolies gave chase, but the man ran into Hing Hon Road and disappeared. The police have circulated the pawnshops.

About 7.45 last night, another Chinese woman was walking in Queen's Road, when she was robbed in the same fashion at the junction of Henning Lane, of a pair of ear-rings set with diamonds and pearls worth \$350.

WHITE CITY RUIN.

£1,000,000 CLAIM AGAINST THE GOVERNMENT.

A claim involving over £1,000,000 brought by the Shepherd's Bush Exhibitions Company, Limited, in respect of the military occupation of the White City, came before the War Compensation Committee in London, the Lord Chief Justice (Sir A. T. Lawrence) presiding.

Mr. Leslie Scott, K.C., for the claimants, said of the damage done three-parts was due to rough treatment, and suggested that some of the damage was done maliciously. Men employed by the company for maintenance works were excluded soon after the Government took possession, and the Government refused to do repairs except to keep out wind and weather.

Pointing out that the area covered by the White City is about 100 acres, Mr. Scott said that plaster of Paris was used largely in the construction, and providing the damp was kept from getting through joints the material lasted for years, similar buildings at Earl's Court being practically as good as when built 25 years ago. In 1914 everything was in perfect condition, and the buildings would still be good and sound if the Crown authorities had paid proper attention to them.

The hearing was adjourned.

CHINA COAST.

SHIPPING PERSONALS.

LATEST CHANGES.

"Mr. A. Cook, from reserve, has gone chief officer, "Shengkang." Mr. C. B. Adkins, chief officer, "Shengkang," has signed off. Mr. D. D. Richards, second officer, "Shunkien," has signed off. Mr. A. L. Jones has been appointed second officer, "Shunkien." Mr. A. McVean, second engineer, "Shankai," has gone second engineer, "Shankai." Mr. D. McCormack, second engineer, "Shankai," has gone second engineer, "Shankai." Mr. W. J. Gordon, from leave, has gone third engineer, "Szechuen." Mr. R. V. Jones, third engineer, "Szechuen," has signed off. Mr. N. H. Griez, second officer, "Waishing," has gone chief officer, same ship. Mr. R. G. Palmer, chief officer, "Waishing," is on leave. Mr. T. Ogier, second officer, "Wosang," has gone acting chief officer, same ship. Mr. E. C. H. Turner, acting chief officer, "Wosang," has resigned. Mr. R. J. T. Hopkins, supernumerary second officer, "Hopsang," has gone supernumerary second officer, "Kutwo." Mr. S. F. Smith has been appointed supernumerary second officer, "Hopsang." Mr. R. Thomson, second engineer, "Waishing," has gone second engineer, "Kingsing." Mr. G. Porterfield, second engineer, "Kingsing," has gone acting chief officer, "Tungshing." Mr. D. Mason, chief engineer, "Tungshing," is on leave. Mr. A. McEwan, from leave, has gone chief engineer, "Tuckwo." Mr. C. Ross, acting chief engineer, "Tuckwo," has gone second engineer, "Waishing." Mr. W. F. Paxton, supernumerary third engineer, "Kwongang," has gone supernumerary third engineer, "Tungshing." Mr. C. Anbank has been appointed second officer, "Kiangyu." Mr. F. H. Davies, chief officer, "Taishun," has gone chief officer, "Kwanglee." Mr. F. N. Stokes, chief officer, "Kwanglee," has gone chief officer, "Taishun." Mr. J. Malcolm, chief engineer, "Kiangwah," has gone chief engineer, "Kiangyu." Mr. J. Kemp, from leave, has gone second engineer, "Feiching."

HUMANE POLICE OFFICER.

MAGISTRATE'S ODD COMMENTS.

Tuesday's battle royal on Cheng-chau Island, between hostile gangs of fishermen numbering several hundreds, which, as reported yesterday, resulted in a couple of the combatants being so severely injured that they had to be removed to the Government Civil Hospital for treatment, had its sequel in Magistrate Orme's Court yesterday afternoon, when the wounded men and two others were charged with having taken part in the disturbance.

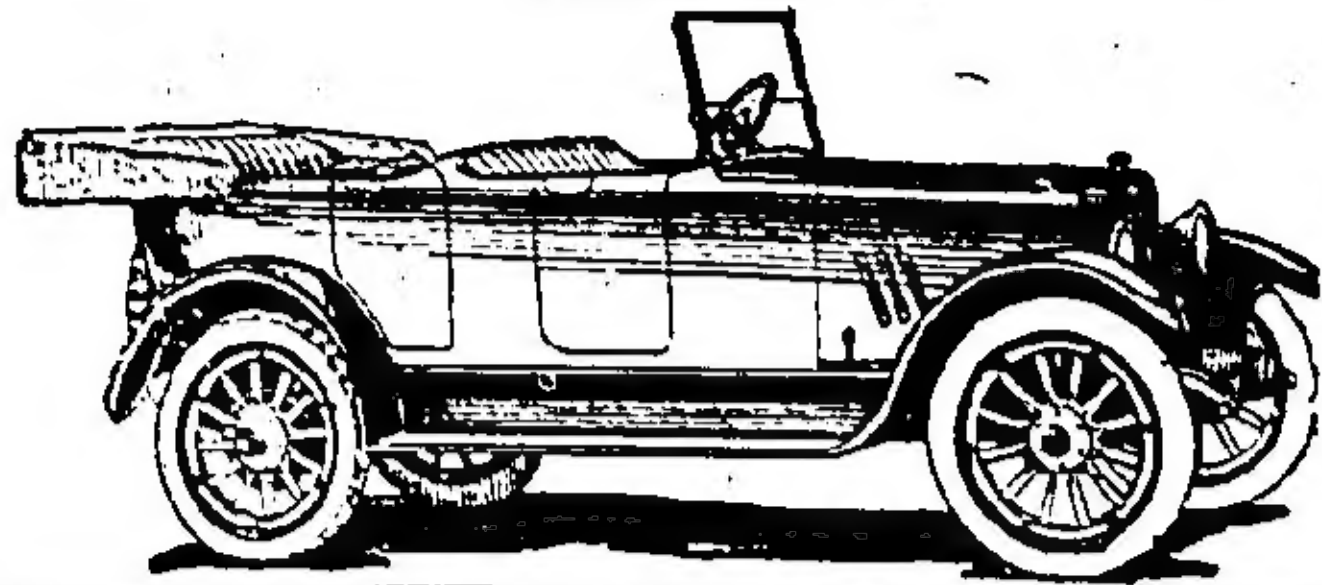
The two wounded men admitted the charge, while the others entered pleas of "not guilty."

According to Acting sub-Inspector Bloor, the trouble started among the Hoklo fishermen who usually spend some two or three months on the island about this time of the year. A gambling quarrel between two men involved some 150 to 200 of their clansmen in a free-for-all fight in which bamboo poles, some seven to eight feet long were freely used. The men continued to fight in the presence of a Chinese constable, and did not disperse until he fired his revolver. The Inspector pressed for the maximum penalty as these men caused a lot of trouble on the island every year, and would take no notice of the police. He had to turn out the whole station on Tuesday before the disturbance was quelled. The affair might have led to murder. He had to call in a lady missionary doctor to attend to the wounded men. He asked that an order be made for the payment of a fee to the lady.

The Magistrate: You did not "have" to call in the doctor. There are a good many heads broken in China without doctors being called in. Heads get broken so often, they get in the way of healing themselves. The Magistrate remarked that the maximum penalty would not act as a deterrent. The men would fight again next year if a gambling quarrel arose. If Inspector Bloor had got the headmen on his side, and they pointed out the guilty parties, then there would have been a case. As it was, the case was simply this: There was a tremendous crowd, and the police got the slowest. There was nothing to show that the men in Court were to blame for the disturbance.

The Inspector: Not exactly to blame, but they were among the crowd. Remembering that he did not want to send the accused to jail because he thought they had a harder time on their junks the Magistrate directed the interpreter to give the accused a severe "talking to," and then bound them, ever to be of good behaviour in future.

MERCURY MOTOR CAR CO.
 55-61 Des Voeux Road Central,
 HONGKONG.



TO-DAY'S CABLES.

(Reuter's Service to the China Mail)

STARVING RUSSIA.

MEASURES TO PREVENT SPREAD OF CHOLERA.

DANGER TO THE DOMINIONS.

LONDON, August 12.

In the House of Lords, Lord Asquith inquired regarding the famine in Russia whether measures were being considered to prevent a spread of cholera to the Dominions. Lord Emmott said that Russia was faced with a terrible catastrophe which would react on the whole world. It was a duty to do the utmost. Lord Macdonnell expressed the opinion that no government in the world was capable of coping with the calamity threatening Eastern Europe. The only available system was one elaborated in India during his residence there in which very important provision was made to secure a pure water supply. He declared that experiences in India showed that when people were wandering throughout the country the only method was to establish a large famine camp and keep people there until they could be returned to their villages, and then establish the village system of administration which had been established in India. He urged the Government to grant between £30,000,000 and £50,000,000 therefore. Earl Crawford replied, said that official information from Russia was meagre but it was clear that the position was one of the utmost danger, involving partial or complete failure of crops in the middle and lower basins of the Volga. The Soviet had reported 27,000 cases of cholera. Measures were being taken to keep out seaborne cases. All the Dominions had been fully informed of the situation. The Supreme Council was considering remedial action which would have to include preventative measures as regards the spread of disease to the Dominions.

AID REFUSED UNTIL AMERICAN PRISONERS ARE RELEASED.

LONDON, August 11.

The American Relief Administration representatives in London state that the Soviet has released hitherto only six American prisoners. Nothing can be done as regards the famine in Russia until the remaining twenty-one are liberated.

FIGHT TOWARDS SIBERIA.

RIGA, August 11.

Local representatives of the Soviet have assured Latvia that she has nothing to fear regarding invasion of famine-stricken Russians, as the movement of fleeing populations is towards Siberia and the south-west provinces of Russia.

PACIFIC CONFERENCE.

NAVAL ARMAMENTS TO HAVE FIRST PLACE ON AGENDA.

CHINA'S POSITION.

WASHINGTON, August 12.

President Harding's formal invitations to a disarmament and Far Eastern conference have been despatched to Britain, France, Italy, Japan, and China. No limitation is placed on the scope of the discussions. It is, however, suggested that naval armaments may naturally have the first place on the agenda, although it has been thought best not to exclude questions pertaining to other forms of armament from the subjects to be considered. The communication to China does not include an invitation to a disarmament conference but requests the Chinese Government to participate in the discussion of Pacific and Far Eastern affairs.

HARDING'S HOPES.

WASHINGTON, August 12.

The text of President Harding's invitation declares that the President is deeply gratified at the cordial response to his suggestion of conference on the subject of the limitation of armaments, in connection with which Pacific and Far Eastern problems can be discussed. He describes the encumbrance placed on productive labour by the enormous disbursements in rivalry in armament which are not only without economic justification but a constant menace to the peace of the world rather than an assurance of its preservation and believes that the time is opportune for the powers to approach the subject directly and in a conference at which, while naval armaments will naturally have first place, it is thought best not to exclude questions pertaining to other armaments. It may also be found advisable to formulate proposals by which the use of new agencies in warfare may be suitably controlled. After emphasising the futility of hoping to achieve a final assurance of peace without a practical effort to remove the causes of misunderstanding, he concludes that it is not the purpose of the United States to attempt to define the scope of the discussion regarding the Pacific and Far East which should be the subject of suggestions to be exchanged before the conference in expectation that a spirit of friendship and cordial appreciation of the importance of the elimination of the sources of controversy will govern the final decision. The invitation fixes the date of the conference for November 11.

AMERICA'S MOVE NEXT.

LONDON, August 11.

Reuter is informed that no further progress has been made as regards the Pacific Conference. No communication has yet been received from Washington as regards the agenda. Feeling in British official quarters is that the absence from London for any length of time of the Premier and the Foreign Secretary would only be warranted if there were a guarantee that the conference would deal with practical issues. It appears that a number of suggestions have emanated from Great Britain with a view to facilitating the work of the conference but these were dropped in deference to an expression of official opinion in the United States with which the initiative now rests. It is understood that whatever date is fixed for the conference it will be sufficiently far ahead to permit of a consultation by Mr. Lloyd George with the Dominions premiers.

WAR MEDALS.

R. G. A. RECIPIENTS.

PRESENTATION BY G.O.C.

Medals were presented by the General Officer Commanding (Major General Sir G. M. Kirkpatrick) this morning to 89 warrant officers non-commissioned officers and men of the R. G. A. who served in the great war. The parade took place at Victoria Barracks and was under the command of Lieut. Colonel W. O. S. Saunders C.R.A. assisted by the Adjutant, Major Hickling D.S.O.

Addressing the recipients, Major General Kirkpatrick reminded them that the medals they were about to receive signified the appreciation of His Majesty the King of their loyalty, devotion and gallantry during the war and also of the gratitude of the British race for their efforts. "The Victory Medal" proceeded the General "links you for all time in comradeship in the memory of great deeds done with the forces of the allied and associated nations. To those of you who got the Mons Star and the 1914-15 star, these stars will remind you and are tokens of the times when the forces of the Empire were hard pressed. That was the epoch before the Britons developed their full fighting power. The effort was very great and the strain terrific and therefore you receive special recognition. Let these medals be dear to you as tokens of the great deeds which you have done with the greatest pride; show them to your families and to your children and hand them down. The medals presented included a 1914 star with clasp and two roses, 14 1914-15 stars, 31 British war medals and 30 Victory medals.

LIST OF RECIPIENTS.

The medals were awarded as follows:

D.E.R.C.A.
 1914-15 Star, British War Medal and Victory Medal: Sgt. O'Callaghan British War medal and Victory Medal; Warrant Officer Capewell, British war medals: S. Sgt. Smith, Sgt. R. Thomas, Warrant Officer J. Watson.

88 COY. R.G.A.
 1914 star; British war medal and Victory medal: Sgt. Stevens, 1914-15 star, British war medal and Victory medal: Gnr. Donnelly, 1914-15 star, Gnr. Owens, Gnr. Holloway, Gnr. Lingane, Gnr. Lewis and Gnr. Holman. British war and Victory medals: B.Q.M.S. Burze, Warrant Officer Williams, Gnr. Stevens, Gnr. Kelly and Gnr. Fitzpatrick.

87 COY. R.G.A.
 British War and Victory medals: Gnr. Pomfret, Gnr. Mulqueen, Gnr. A. J. Jones, Bomb. Gilworth, A. Sgt. Williams and Sgt. T. R. Hall.

83 COY. R.G.A.
 1914-15 star and British war and Victory medals: Sgt. H. Phillips, 1914-15 star: Gnr. Best, British war and Victory medals: Bomb. Davis, L/Sgt. Skeet, Gnr. O'Leary, Gnr. Malby, Gnr. W. A. Phillips, Gnr. Beawell.

EUROPEAN STAFF H.R.S., R.G.A.
 1914-15 star and British war and Victory medals: Sgt. Hilbury, B.Q.M.S. Clarke, Bomb. Skinner, B.Q.M.S. Lee, B.Q.M.S. Reynolds, 1914-15 star: Tpr. Walker, British war and Victory medals: B.Q.M.S. Baynes.

For unlawfully anchoring their boats within the limits of the Eastern cable ground the masters of two trading junks were fined \$10, with the alternative of a fortnight's jail, at the Marine Court today. The defendants explained to the Marine Magistrate (Lieutenant Conway Hake R.N.R.) that they were ignorant of the regulations.

Acknowledging receipt from the Registrar of the Hongkong University a copy of the University's Calendar for 1920-1921, the N.C. Daily News observes: The cost of attending the University must commend itself to those Chinese who, for one reason or another, are unable to proceed to Great Britain. For example, \$650 will cover his expenses at the University during term time for a whole year, less than the cost of passages to and from England. Were this inducement counter-balanced by any inferiority in the educational standard of the University, it would be no inducement at all. But such is not the case for the standard of the University of London is the one aimed at by Hongkong, and that, as is well known, is high. The students are in a British Colony, meet European fellow students, and at the same time are in touch with all things Chinese. Thereby they are preserved from the denationalizing tendencies of a purely European education. These are factors which cannot but be for the good of the students and when the facilities held out to external students for advanced instruction in various subjects are fully availed of, the University will fill that educational role which its originators dreamed of years ago.

OBITUARY.

REV. FR. JULIUS BEAUBLAT.

SUDDEN DEATH AT SINGAPORE.

Local Catholics will learn with regret of the death at Singapore yesterday, of Rev. Fr. Julius Beaublat of the Missions Etrangères, the news of which was cabled by our Singapore correspondent this morning. Father Beaublat, who was born in Moulins, Allier, France in 1869, studied for the priesthood at an early age in his native parish; and in 1890 joined the Missions Etrangères in Paris. Two years later, he came to Hongkong, and remained with the mission here until 1907 when he went to Shanghai where he stayed for a short period before his transfer to London in the same year. Father Beaublat lived in London until 1919 when he returned to the Far East via America to take charge of the mission's affairs in Singapore. According to a letter received from Father Beaublat about two weeks ago by one of his colleagues here, he had been ill for some time, but did not think his illness serious enough to consult a doctor. Death came rather suddenly, and its unexpected news came as a great shock to the members of the mission here.

MR. T. A. UNDERWOOD.

DEATH AT SEA.

The death occurred suddenly on July 20, while the vessel was at sea, of Mr. T. A. Underwood, Chief Officer of the "Lindsay Miller." The news was cabled to the Hongkong office of Messrs. Moller & Co., by the Captain on the vessel's arrival at Singapore from Mauritius. The remains were buried at sea. The deceased was well-known on the coast, having been for several years employed on various coasting boats before he joined the "Lindsay Miller" about three months ago. He was on the way back from his first trip on the ship when death claimed him. The cause of death is not stated.

TYPHOON WARNINGS.

The telegrams quoted below were received by the local American Consulate General from the Manila Observatory at 3.40 p.m. today: Cyclone, or typhoon, over or near Naha moving N.W. or N. Cyclone or typhoon near or over the Northern Ladrones or Mariana Islands moving W. or W.N.W.

The United States Naval Hospital in Yokohama, one of the oldest of American institutions in Japan, is to be closed permanently soon. The report that the hospital is to be closed is contained in the July 2, issue of the "Army and Navy Register," a publication with official sources of information, and is confirmed by personal orders received by Captain Raymond Spear, commanding officer of the institution. The article in the "Army and Navy Register" states that to bring about further economies in the Navy Department, Secretary Denby had ordered that the naval hospitals at Hampton Roads, New Orleans and Yokohama be closed. It is known that the one at New Orleans has been discontinued and the staff ordered to the Great Lakes. The Register further stated that Captain Spear and his staff were to be ordered home.

"OVERLAND CHINA MAIL"

Contains all the News of the Week.

PRICE 25 CTS. PER COPY.

CONTENTS.

PAGE	PAGE
Domestic Occurrences..... 1	Caught at Last..... 20
Leading Articles..... 1-6	More Robberies..... 20
The Silent Toast..... 6	Torchlight Robbery..... 20
Local and General..... 7-11	Hillside Robbery..... 20
Bank Notes..... 11	Ship Charters Fined..... 21
Homes for the People..... 11	Snatcher Caught..... 21
The British Legion..... 12-13	Quaint Curios..... 21
Watchmen Assaulted..... 13	Relative's Bones..... 21
New Publications..... 13	A Dishonest Cook..... 21
Land Sales..... 13	Arson Alleged..... 21
Engineers and St. Dunstan's..... 13	Hotel Responsibility..... 22
Lieut. Col. Loring Farewelled..... 13	Bagged to the Heart..... 22
Children's Corner..... 14	Pillage Evil..... 22
Hongkong Trade..... 14	Hongkong Expects Every Day..... 22
Financial Statement for April 14..... 14	To Pay Its Duty..... 22
A Midnight Provler..... 14	Inners Scored by Cupid..... 22
Bill's Betrayal..... 15	Hunan and Hupei..... 22
Correspondence..... 16	The Kwang War..... 22
Answers to Correspondents..... 16	Latest from Nanning..... 22
Canton News..... 16	Min for Wuchow..... 22
Steamer on Fire..... 16	Special Cables..... 22-24
Stolen Property..... 17	Sort..... 23-24
Rice Merchant's Rite..... 17	"Mean and Dastardly"..... 24
Banque Industrielle..... 17	Shipping..... 24-26
Motor Boat Sale..... 18	Passengers..... 25
Robbery Still Rife..... 18	French Bank Failure..... 25
Highway Robbery..... 18	Girl Guide As Globetrotter..... 27
Motor Car Incident..... 18	Sip in the Face Death..... 27
Lost P.N.s..... 18	Little Boy Drowned..... 27
Coquiboe Customs..... 19	Traffic Cases..... 27
Danger of Travelling..... 19	University Ideas..... 27
Chinese Will Dispute..... 19	Last Night's Rain..... 28
Traders' Dispute..... 20	Early Morning Fire..... 28
Strike Sequel..... 20	Exchange..... 28
	Hongkong Stock Exchange..... 28

AN AUSTRALIAN COMMENT.

Major Blinks has been awarded the General Service Medal. The Major served in a clerical position at Victoria Barracks during part of the war, doing invaluable work until he was transferred to Wangle-Wangle as O.C. the military cheese depot there. His work as O.C. the cheese depot earned him a "mention" from Lieut. Colonel Bangs, V.D., who from September, 1915, until the signing of the Peace Treaty held the position of Inspector Military Cheeses for the Commonwealth. The Colonel has also been awarded the General Service Medal. The Defence Department is now considering the question of awarding these two veteran soldiers the 1915 star. Items more or less similar to the above are appearing almost daily in the press, and the meaning of them is that the war-medals have been reduced to absurdity. The same decoration is handed to the man who fought in Flanders and to the man who took particular care to stay at home. Or, rather, the fighting-man usually gets his after the non-fighter has been served. It would be hard to throw a brick in an average city gathering without hitting a fighting Digger who has nothing in the medal line to show for his efforts, while the Department's friend, Major Blinks, has long since been "awarded" the distinction he never earned. Meanwhile, the Department continues to spend the country's money in periodical advertisements calling on ex-soldiers to come forward and claim the medals which aren't available.—S. Bulletin.

TO-DAY'S ADVERTISEMENT.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Solicitors of the Estate concerned to sell by Public Auction on

WEDNESDAY, August 17, 1921.

Commencing at 9.30 p.m. at their Sales Rooms, Duddell Street, A Private Collection of Valuable Antique China and Curios of various periods

Comprising:—Five coloured, three coloured, famille rose, blue and white, flumbe and celadon vases, jars, wall plates, bowls, penholders, seal boxes, white incense burners and dishes, etc., etc. On view from Tuesday, the 16th Aug. Catalogues will be issued. Terms—Cash or delivery.

LAMBERT BROS., Auctioneers.

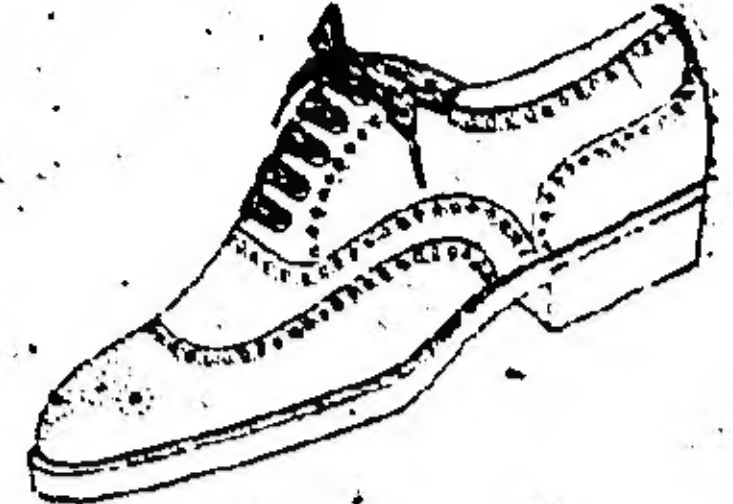
Hongkong, August 12, 1921.

ARE YOU GOING ON A JOURNEY?

CHAMBERLAIN'S Colic and Diarrhoea Remedy should be packed in your hand luggage when going on a journey. Change of water, diet and temperature all tend to produce bowel trouble, and this medicine cannot be secured on board the train or steamship. It is as easy to use and infallible as any medicine if you have it handy. For sale by all Chemists and Storekeepers.

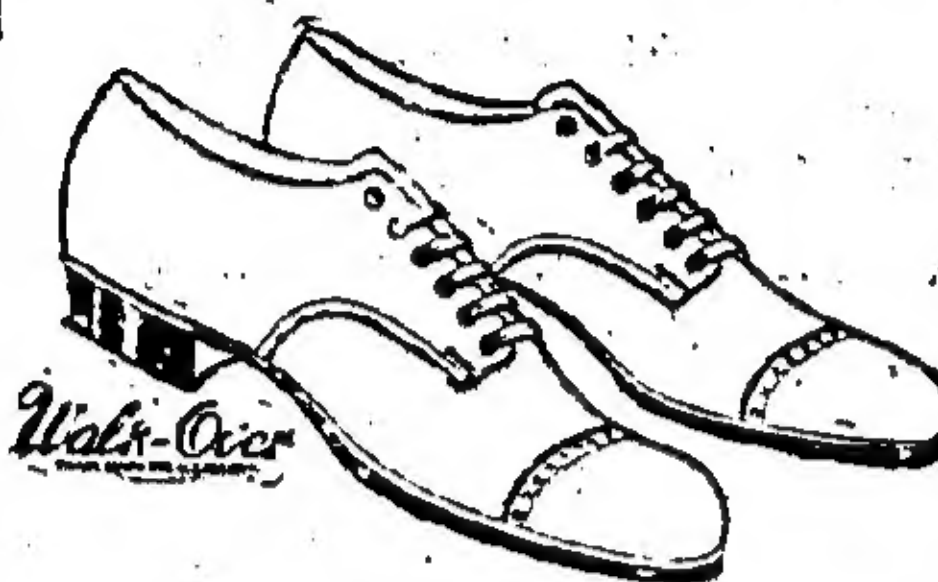
NOTICES.

SMART SUMMER SHOES.



OF GUARANTEED QUALITY AND SOUND VALUE.

NEW SEASONS DISPLAY



NO SMARTER GOODS AND NO LARGER VARIETY.

WE ALSO SPECIALIZE IN WALK OVER, OAKMORE AND McAFEE'S GOLF SHOES.

LANE, CRAWFORD & CO.

COLUMBIA

DANCE RECORDS.

2949	SLOW AND EASY	...	Fox Trot
	DANCE—O—MANTA	...	" "
2906	ORIENTAL STARS	...	" "
	BOUND IN MOROCCO	...	" "
2938	COME BACK TO GEORGIA	...	" "
	TAKE IT EASY	...	One-Step
2775	I AIN'T GOT TIME TO HAVE THE BLUES	...	Fox Trot
	SLIDE KELLY SLIDE	...	One-Step
2595	MICKEY	...	Fox Trot
	HERE COMES AMERICA	...	One-Step

ANDERSON'S

(THE RECORD SHOP)



Berger Paints

Colours Enamels Varnishes

PREPARED PAINTS OF ALL KINDS AND COLOURS. BERGER'S LIQUID RED LEAD covers 50 per cent more surface, weight for weight, than the ordinary hand mixed Red Lead.

MILKING—The oil paint you thin with water. Covering capacity one third more than that of Walhable Distemper.

STRUCTURAL & ROOF PAINT—A preservative.

BERGER'S VARNISH—OAK VARNISH, BLACK JAPAN, COPAL, ETC.

LEWIS BERGER & SONS, LIMITED.

PRICES ON APPLICATION—STOCKS CARRIED.

SOLE AGENTS: W. R. LOXLEY & CO.

MR. BERGER MADE FINE COLOURS IN LONDON IN 1701.

NOTICE.

We beg to inform our patrons and the public that our Photo Studio has been closed for the last three months, and now, the adjustment of affairs having been completed, we have this day reopened our Studio. Having every confidence in giving satisfaction to our customers in the execution of our work we respectfully solicit a continuance of their kind patronage.

MUMEYA & SANO,

Japanese Photographers & Photo Material Dealers,

(M. SANO, Sole Proprietress)

Photo Studio, Nos. 33 & 40, Queen's Road, Central.

Hongkong, 10th August, 1921.

Telephone No. 254.

Do you know

that to keep your health at the cost of a little, or of much, Wilkinson's Tansan is less expensive than to lose and recover your health.

SOLE AGENTS—

GANDE, PRICE & CO., LTD.

Tel. No. 155.

HONGKONG.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SEVERAL OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings To Macao daily at 8 a.m. and 5 p.m. (Sundays at 5 p.m. only).
From Macao daily at 8 a.m. and 5 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, 5th Floor, 247 & 248, Queen's Building, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS

FIGURE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.
Via SINGAPORE, PENANG and COLOMBO.

S.S. "TRIESTE" end of August.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th August.

Passenger Loggers can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to

SAILING FROM COLOMBO TO
SOUTH AFRICAN PORTS

S.S. "UNONA" Sailing the beginning of Sept.
Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES—Regular service via Santos, Durban & Cape Town via Singapore.

PAVANA MARU—Regular service via Singapore, Port Said, PLOUHA, COLOMBO—Regular service via Singapore, Port Said, PLOUHA, COLOMBO.

SAIGON MARU—Regular service via Singapore, Port Said, PLOUHA, COLOMBO.

DAI-ICHI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

BUSHU MARU—Regular service via Singapore, Port Said, PLOUHA, COLOMBO.

Excellent accommodation for 1st and 2nd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and

Delaware—Regular fortnightly passenger service touching at intermediate ports in

Japan taking cargo to OVERLAND POINT U.S. in connection with Chicago

Melbourne and St. Paul.

AFRICA MARU (Omit Dairen) Tuesday, 23rd August.

HAWAII MARU Thursday, 1st Sept.

NEW YORK VIA PANAMA Monday, 15th August.

NEW ORLEANS VIA SUEZ Wednesday, 21st August.

JAPAN-PORTS—Shanghai, Kobe & Yokohama.

CHORON MARU (Kobe direct) Monday, 2nd Sept.

WEEKLING via SWATOW & AMOY—These steamers have excellent accommo-

dation for 1st and 2nd class saloon passengers and will arrive at and depart from

the O.S.K. wharf near the Harbour Office.

AMAKUSA MARU Sunday, 14th August.

KAIJO MARU Sunday, 21st August.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE:

"BLUE FUNNEL" LINE

(QUEEN & CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"ATREUS" Via Suez Canal 22nd August.

"CITY OF CANTON" Via Suez Canal 29th September.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE, THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REIMS & CO., CANTON.

CHINA-AUSTRIA MAIL S.S. LINE

For AUSTRALIAN PORTS via MANILA & BATAVIA.

"VICTORIA" 20th August.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 115, Despatch Road, Canton.

Telephone No. 200.

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW AND SINGAPORE	CHENAI	Aug. 13, at Noon.
SHANGHAI AND SINGAPORE	CHENAI	Aug. 14, at 10 p.m.
AMOI AND SHANGHAI	SHANTUNG	Aug. 15, at Noon.
SWATOW & SINGAPORE	KALANG	Aug. 15, at 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	SHANTUNG	Aug. 16, at Noon.
SHANGHAI	SHANTUNG	Aug. 17, at 9 a.m.
SHANGHAI, PAKHOI & HAIPHONG	KALANG	Aug. 18, at Noon.
SHANGHAI	SHANTUNG	Aug. 18, at 4 p.m.
MANILA, CEBU AND ILOILO	TAMING	Aug. 20, at 4 p.m.
SHANGHAI & TIENTSIN	YINGCHOW	Aug. 20, at 4 p.m.

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

Shanghai Line—Passengers, Mail and Cargo. Known for

CP LINE HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (Mori) KO, YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMER FROM HONGKONG VIA VANCOUVER

ATLANTIC STEAMER FROM VANCOUVER

FROM CANADA

DOX LIVERPOOL

K. Russia Aug. 18 Sept. 5 E. Britain Sept. 10 Sept. 16

Monteagle Aug. 23 Sept. 16 Melita Sept. 23 Oct. 1

E. Asia Sept. 15 Oct. 3 E. France Oct. 18 Oct. 25

E. Japan Sept. 20 Oct. 11 E. France Oct. 18 Oct. 25

E. Russia Oct. 13 Oct. 31 Victorian Nov. 11 Nov. 20

Monteagle Oct. 28 Nov. 19 E. Britain Nov. 28 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London,

Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through

reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Cars, Compartments & Dining Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,

Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 752. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

HONGKONG TO SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Sept. 18th Oct. 23rd Nov. 3rd

HONGKONG TO SINGAPORE

S.S. "NANKING" S.S. "NILE" S.S. "CHINA"

Aug. 31st Oct. 4th Oct. 15th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco to weekly sailings for principal Atlantic Ports.

PRINCE'S BUILDING, ICE HOUSE STREET.

TELEPHONE, PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Saloons

& Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

HAICHENG Capt. A. H. Stewart FRIDAY, 12th Aug. at 4 p.m.

HAICHONG Capt. W. Cooper TUESDAY, 16th Aug. at 2 p.m.

HAICHONG Capt. W. O. Pasmore FRIDAY, 19th Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK & Co.

General Managers.

NEW YORK VIA SUEZ.

Subject to change without notice.

THE CHINA MAIL

SHIPPING.

THE PILFERAGE EVIL.

AN IMPORTANT REPORT.

The report of the Committee appointed by the Council of the Chamber of Shipping, which has just been issued, is published at an opportune time. Pilferage is a question of the greatest importance to shipowners and shippers, and a perusal of this second report on the subject gives proof that the evil is to be vigorously combated. The fact that the International Chambers of Commerce has just been dealing with shipping questions on an international basis adds to the interest with which recommendations for dealing with pilferage, one of the gravest problems which the shipping industry has to solve, have been received. The report lays stress on certain aspects of the question which ought to receive attention. It is pointed out, for example, that the practice of issuing bills of lading for goods received for shipment is undesirable, as it opens the door for pilferage, and that in any event, even if such a bill is issued, shipowners should refrain under any circumstances from issuing a shipped bill of lading until the goods are actually on board the vessel. This recommendation is designed, of course, to protect the shipowner as far as possible from the responsibility for claims for pilferage before shipment. It is satisfactory to learn, too, that the London Lighterage Clause is about to be amended by agreement with the trade, lightermen having agreed to accept a limited responsibility for pilferage and theft while goods are in their hands.

The London police scheme is, as we anticipated, proving effective, and it is, therefore, to be regretted that it is not to be continued in some of the London docks. On the other hand, the Police Authorities have under consideration the extension of the dock police scheme to the whole of the River Thames, and, although the cost is estimated at £50,000 a year, it will probably be agreed that it is well worth while facing this expenditure. What is being done in London is being imitated in Australia, the cost of the scheme being in the case of Australia met by a small levy per ton on cargo, and a pleasing feature of this experiment is that there is no hostility to it on the part of the labour unions. It is more difficult to deal with pilferage at foreign ports, where the shipowner is unable to exercise the necessary authority to resist what in one or two instances has assumed the form of armed robbery. The plan suggested is that shipowners should seek the assistance of the Department of Overseas Trade, and shipowners are recommended to put themselves in touch with the commercial secretaries who are responsible for co-ordinating the work of the Consuls. Action is also being taken to deal with the method of making accurate and good deliveries ex ship. The difficulty of dealing with this subject is complicated by the fact that at many ports goods are taken into the shed or warehouse of the Port Authority without any receipt being given, and may not be delivered to the consignee for some time afterwards. It is desirable to frame some method of preventing shipowners being mulcted for pilferage which takes place while the goods are in the charge of the Port Authority. It is thought that if a tally was taken ex ship it would be possible to limit the liability of shipowners to pilferage which takes place before the goods leave the ship. Deck officers must, however, co-operate in this work, and should be prepared to accept responsibility for the reception, carriage, and delivery of their cargoes in good condition, says the *Journal of Commerce*.

Another question which is dealt with in the report is that of improved packing. It is not desired to lay down definite rules as to the kind of packing to be insisted upon, but it is necessary that shipowners should have the right to reject goods which they regard as being insufficiently packed, and also the right, in the

case of pilferage or damage of goods accepted, to put in a claim of loss. The London Chamber of Commerce have co-operated with the shipping industry in making some experiments as to the qualities required in packing cases to withstand the wear and tear of ocean transport, as well as to make it difficult for theft to take place. The Committee of the Chamber of Shipping have gone into this part of the programme very carefully, and with the object of restricting pilferage to the lowest possible limits are preparing a schedule of devices to be adopted by shipowners. The names appended to the report of the Committee ought to carry sufficient weight to earn for it the most careful consideration of all concerned with the transport of goods by sea.

FIRES AT SEA.

NEW REGULATIONS REQUIRED.

Underwriters and shipowners are becoming disturbed over increasing lists of fires on steamers. Several recent changes in the shipping world have accentuated the situation, one of the most notable being the replacement of steam by oil. This brings an end to the practical value of the Board of Trade's somewhat ancient regulations dealing with fires simply by means of steam and water. On many ships now the steam is not available, and the greatly increased use of the oil engines and of oil fuel has brought into being quite a new set of circumstances.

A very extended desire is being expressed in the shipping and underwriting world for a set of new regulations governing the very serious problem of fires on ships. In a recent list of fires on ships published by the Board of Trade, it is interesting to note that out of 114 fires at sea on the only two vessels where the outbreak was very soon overcome and the cargo saved, the Clayton Fire Extinguishing Plant was installed. This seems such a striking example of the practical value of this chemical apparatus that it is well worth looking at the system and considering its merits. The Clayton machines have been fitted into important units in over 90 important steamship lines. And since they were first put on the market in 1901 have been growing continuously in favour amongst shipowners in all parts of the world. They provide in one machine a fire extinguisher and a disinfecting apparatus. Another exceptionally important point in their favour is their safety as far as a disinfecting ship is concerned, and this ought to be more fully recognised by port authorities, for recent cases have appeared in the Press where men have lost their lives through the disinfection of ships by hydrocyanic acid gas, a system which is still unfortunately maintained in the American ports.

The Clayton machine produces a gas, known throughout the world as "Clayton Gas," which can be used without danger to human life, yet possesses fire preventing and fire extinguishing properties, and is rational, insecticidal and germicidal. Hence it is ideal for use on board ship and for port sanitary work. No dangerous chemicals are used. Only sulphur, the sulphur is burnt in a steel generator, through which air drawn by means of a powerful blower. The products of combustion (Clayton Gas) are drawn through the cooler and driven along the delivery pipe into the same compartment from which the air is withdrawn. The chief parts of the machine are the generator, cooler, blower and engine. The various operations, including the cutting out of the generator, when ventilating, are carried out by the movement of one handwheel (the circuit change so that whether fire extinguishing, fumigating, or ventilating, the operator has complete control).

All parts of the machine are easily accessible, and the machine may be placed in a corner, as only two sides require space for working. A ship's installation consists of the machine and two main pipes running fore and aft with branches to each cargo compartment, bunker or store. These connections are fitted in convenient places for fumigating cabins, galleys, &c. By means of a simple attachment, the Clayton system of piping

can be utilised for the introduction of steam, should this be required to comply with the maritime regulations of any country, but on no account must steam or water be used in conjunction with Clayton gas. Sulphur for use in the generator will keep indefinitely without deterioration; it can be stored in about half the space of an equal weight of coal, and is obtainable all over the world, and in volcanic districts is much cheaper than in the United Kingdom. The fire extinguishing properties of Clayton gas are due to the fact that combustion cannot take place in an atmosphere more than 5 per cent. sulphur dioxide. The fumigating powers of Clayton gas are such that a strength of 3 per cent. kills rats, insects and disease germs, and gives a very wide margin of safety to cover any diffusion or absorption that may occur. A ton of sulphur produces approximately 537,000 cubic feet of a fire-extinguishing gas and 880,000 cubic feet of a fumigating gas. By means of a very simple test, scientific control of the strength of gas generated and in a compartment is maintained, whether fire-extinguishing or fumigating. The reliability and simplicity of this method of dealing with fires on ships has recently led to its extended installation in the vessels of the Nippon Yusen Kaisha.

WELFARE OF SEAMEN.

WORK OF THE BRITISH AND FOREIGN SAILORS' SOCIETY.

Sir Frederick Green, chairman and treasurer, presided over the 103rd annual general meeting of the British and Foreign Sailors' Society, held at Wakefield House, Cheapside. The effects of the great expansion of the society's activities due to the war were, he said, now slowly passing away, and they were drawing nearer to normal conditions. In many of the naval ports other agencies were now able to deal with the needs of the bluejackets, and the society was in consequence concentrating its service in the commercial ports. The income for the year, £76,000, unfortunately fell short by £20,000 of the expenditure, and the deficit had to be met by the sale of some securities, but as the prospects of increased income were again brightening they hoped soon to be able to adjust the balance without seriously restricting the work in any direction. He hoped that even now they might reasonably look forward to getting a share of the money subscribed to King George's Fund for Sailors. No association was more entitled to a share of it than theirs, considering the magnificent work it was doing for sailors.

Statistics given showing the varied work of the society included the following items: Visits to ships, 48,000; Bibles and scripture portions distributed, 41,000; attendances at seamen at society's reading rooms, 1,027,000; clothing and sea kits provided, 4,700; numbers staying at rest, 109,000.

U. S. MERCHANT SHIPS.

STATE OWNERSHIP FAILURE.

The American Shipping Board, which now comprises several new members, believes that Government control of the mercantile marine, while necessary during the war, is a tremendous mistake. After surveying the fleet, most of which is idle and the some vessels already useless, the board believes that its first duty will be to wipe off a loss of close upon \$500,000,000 and to estimate the present value of the fleet at something over \$200,000,000. Of purpose of Mr. Albert Lasker, of Chicago, the new chairman of the board, and his colleagues, is "to get the Government out of the shipping business" as soon as possible, and sell everything to private owners. On such a basis as I have outlined the successful operation of American merchant ships is hoped for, and the Shipping Board in the meantime will do all in its power to bring about development of new trade routes in harmony with America's national policy. The question remains whether, in the present state of the shipping market, private owners can be secured at the reduced valuation, or any valuation at all.

SHANGHAI COLLISION.

"MANILA MARU" RUNS INTO "GLENAMORY."

An accident occurred on the river at Shanghai, on August 5, which had the effect of postponing the departure of the steamer "Glenamory." The vessel, which was stationed at the China Merchants Lower Wharf, was to have left for Chinwangtao, and the tug "Victoria" was at hand ready to tow her out from the wharf, where she was lying head upstream. At the same time a cargo boat was moored alongside. The "Manila Maru," a 9,000-ton boat of the O.S.K., was coming up the river. Nearing the China Merchants Wharf she swung round to go to her buoy, and it was then the accident occurred. She was carried too far inshore, and first she struck the cargo boat lying by the "Glenamory," sinking her. She then hit the "Glenamory" on the port side of the funnel, damaging her there, while the "Manila Maru" herself received damage to her starboard side. Fortunately she then went clear, and reached her buoy.

A survey is meantime being made of the "Glenamory," says the *N. C. Daily News*, to ascertain the extent of the damage. As regards the "Manila Maru" the extent of her injuries have not been learned either, but considering the serious possibilities of the case present appearances are that both vessels have escaped lightly.

COLOMBO'S SECOND HARBOUR.

LITTLE FURTHER WORK TO BE DONE.

The constructional work connected with the Lake Development Scheme is practically completed. Owing to this and to the further fact that this year's funds are nearly exhausted the work at present in hand is somewhat limited; activity is almost entirely confined to the work of dredging and reclamation. The docks near the Fort station have been completed some little time, though the channel connecting them with the Harbour is not yet ready for use. A dredger is now at work in making this waterway navigable and it is hoped that by the end of the financial year the connection between Lake and Harbour will have been perfected.

The Norris Road bridge is now only in need of a parapet wall while the new bridge at Slave Island has already been finished. The work of dredging will be continued for some time in order to increase the depth of the important parts of the Lake to 6½ feet. Reclamation, too, still continues, the present operations being limited to the neighbourhood of Kew Barracks.

JAPANESE SHIPBUILDING.

AN AMAZING ACHIEVEMENT.

The remarkable progress made by Japan during the war is illustrated in the following figures of shipbuilding since 1914—

	Tons.
1914	30,000
1916	185,000
1917	486,000
1918	721,000
1919	675,000
1920	(Approximate) 500,000

There were only four shipbuilding yards in Japan in 1914 which could construct ships of more than 1,000 tons, but this number had been increased to 45 in 1918. The reaction after the palmy days of the war (to Japan's commerce) is now observable. There are still 21 dockyards open, but a reduction is expected during the current year. Half the maximum war tonnage might be taken as Japan's normal basis, from which development should be steady and continuous. Considering that this basis is ten times in excess of the 1914 total, the phenomenal expansion of Japan's shipbuilding constitutes an amazing achievement, despite the fact that it was more or less thrust on her.

SHARP COMPETITION IN PACIFIC TRADE.

"APPROACHING THE CUT-THROAT STAGE."

Competition for Pacific trade among British, U.S. and Japanese companies is approaching the cut-throat stage. The Pacific Coast

West-Bound Conference was disbanded at San Francisco, and officials of the U.S. Shipping Board predict an era of sharp competition. "Not a rate war," but very "seamy." A freight agreement entered into by the Toyo Kisen Kaisha, Jap., Pacific Mail, China Mail, and other lines alienates the forces of competition for cargoes and passengers against U.S. owned and operated lines.

The Barber Steamship Company of New York will play a conspicuous part in this competition. Shortly it will open a round-the-world line, calling at Oriental and European ports, with New York as the starting point. U.S. ships are to be devoted increasingly to Pacific trade.

SUEZ CANAL.

OUR SHIPPING PREDOMINANT.

The Company of the Suez Canal has just issued its annual report for 1930. The British Government has a very considerable holding in this French company, which exploits the most important link in the shortest maritime route from Europe to the countries of the East.

The British flag continues to enjoy an undisputed supremacy in the canal. In 1930 the total shipping passing through the canal was 17,574,657 tons. Of this total the Union Jack claimed 10,838,842 tons and then Holland with 1,425,808 tons and the United States comes next with only 723,716 tons. The German flag was shown only on three steamers—14,777 tons.

The financial results of the year are good. The total revenue was 267,460,529 francs, and the net profit after deducting all expenses was 158,472,665 francs. Of this sum 143,661,971 francs are to be distributed to the shareholders, making 255 francs per share issued.

MESSAGERIES MARITIMES' REPORT.

The yearly report of the Messageries Maritimes, which was presented to the shareholders on June 28, shows that for the twelve months ending November 30 last, the net profits of the line have amounted to Frs. 4,933,028 in comparison with Frs. 4,193,198 in 1929, and that in the assets the firm and contract profits are written down for Frs. 111,882,990, as against Frs. 196,631,000 formerly. The value of real property rises from nearly 14 million to Frs. 100,000 short of twenty million, and supplies at Marseilles are valued at Frs. 29,899,000 instead of twelve millions. Contract liabilities are little changed—69½ millions. Cash and ledger assets are put down at nearly 17½ million, an increase of 50 million, whilst the account for sundry debtors is Frs. 215,000,000, though formerly Frs. 130,790,000. Creditors are also more numerous, nearly 153 millions instead of 48 millions, the total of credit accounts being Frs. 143,778,000. The dividend to be proposed is Frs. 15 per share on a 75 million capital, the dividend last year having been Frs. 25 on a capital of 45 million francs.

GENERAL NOTES.

A regulation has been made by the Government at Weihaiwei that the owner, agent or master of every ship and junk shall pay to the collector of revenue an increase of 6½ per cent. on such duties as a special levy to provide funds for the provision of a launch to maintain a ferry service between the Island of Liukung and the mainland at Port Edward, and all monies so received by the said collector of revenue shall be paid by him to the "ferry service" account with the Hongkong and Shanghai Banking Corporation.

A London correspondent understands that negotiations are passing between the Chambers of Shipping and the docks and harbour authorities as to the difficulties which have arisen in respect to remedying the nuisance caused by the discharge of oil and oil-water into docks, harbours, and waterways. One main difficulty is as to whether the dock authorities should provide appliances to deal with the nuisance, the docks people contending that it is the shipping that does the mischief and that the shipping interests should provide the remedy. It is thought a *via media* will be found so as to enable the Board of Trade to bring in a Bill dealing with this question this session.

DAIRY FARM NEWS.

FRESH AUSTRALIAN BUTTER.

"Daisy" Brand	\$1.45 per lb.
"Daisy" Malt	1.35 "
"Pantry"	1.15 "

CHEESE

Gouda (Full Cream)	\$1.25 per lb.
Australian Cheddar	1.00 "
Picnic (own make)	.50 a Jar.
Conlonmmer (own make)	.40 per pat.

FISH

Fillets	\$.80 per lb.
Haddock	.70 "
Kippers	.60 "
Red Herrings	.30 "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd

DANIEL CRAWFORD'S

FINEST-VERY OLD

RED TAR

SCOTCH WHISKY

DISTILLED IN SCOTLAND AND ONLY GENUINE WHEN SIGNED

Daniel Crawford & Son Ltd.
Glasgow.

STATE BANQUET.

THE KING'S WAR MEMORIES OF BELGIUM.

The King and Queen gave a state banquet at Buckingham Palace in honour of the King and Queen of the Belgians, who arrived in London on a four days' state visit.

The banquet, which was attended by close on 150 guests, including numerous members of the royal family, the Prime Minister and other Ministers and Dominion Premiers, was served in the state ballroom amid glittering splendour.

Gold vases belonging to the famous service of gold plate were filled with bunches of pink and mauve flowers and delicate fronds of green. The pink flowers were carnations and the mauve were statice. Asparagus fern and Cocos palms were sparsely employed.

Queen Mary's dress was of hatter blue, with an overdress of blue and gold paillette. Her Majesty wore a diamond crown with the Koh-i-noor, and her other chief ornaments were diamonds.

During the banquet the band of the Royal Artillery played.

The King, in his speech of welcome to his principal guests, said:—

"Belgium's material recovery is proceeding with extraordinary rapidity, thanks in a large measure to the unconquerable spirit and the amazing industry of her people."

"Proud as I am to entertain your Majesties here in London, my memory goes back to the days when, in more modest and less secure surroundings, I visited you in the little corner of your own country which you jointly refused to leave, even in the darkest hours of the conflict."

"On the conclusion of his speech the King turned towards the King of the Belgians, and then towards Queen Elizabeth, and they and Queen Mary clinked glasses, and the band played the Belgian National Anthem."

King Albert in his reply spoke warmly of Britain's war effort, singing

A MIRAGE IN LONDON.

PALL MALL SEEM AS A RIPPLING LAKE.

A message from Allahabad, dated July 14 states:—The sole European exception to the heat wave is apparently Rome, where thunderstorms and torrential rains are responsible for a cold spell, compelling the wearing of overcoats.

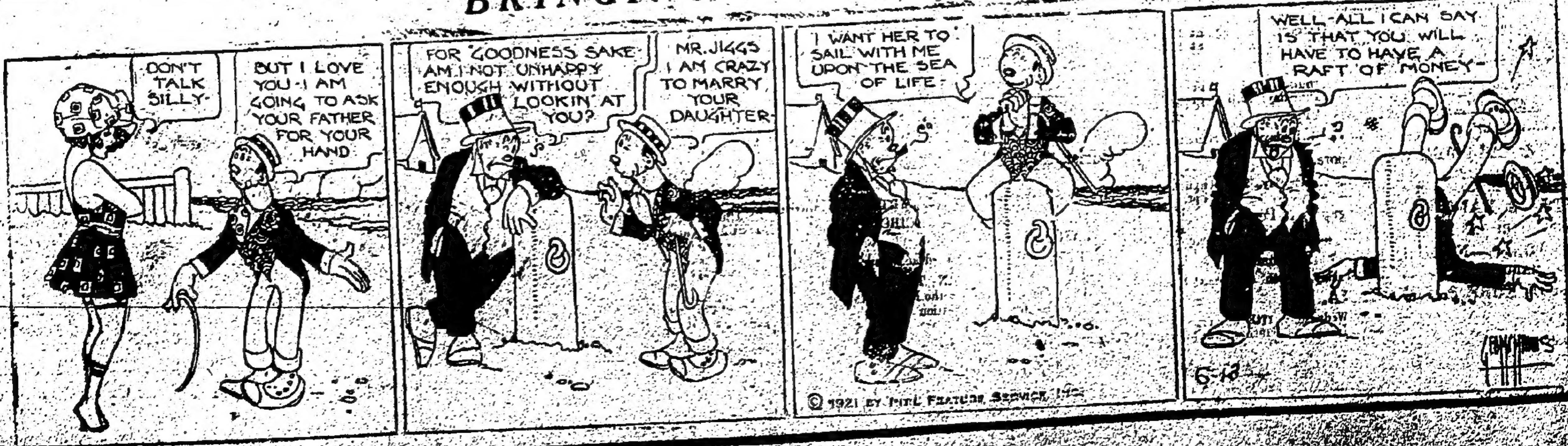
London on the contrary is brooding in the sun and enjoying the spectacle of a mirage which transformed the Mall into a rippling lake, in which tataric appear to float. Professor A. W. Bickerton, the President of the London Astronomical Society, told a reporter that this was like a mirage of the desert due to the expansion of air on the surface of a tarred road. Professor Bickerton is also responsible for the theory that the heat wave is due to the diversion of a portion of the Gulf stream owing to the abnormal distribution of floating ice broken from the Arctic ice walls by earthquake waves. Hence Great Britain had been largely deprived of its normal moisture, accounting for the dryness and the transparency of the atmosphere.

Sir Alfred Mond told the House of Commons that the water supplied to the Metropolis in the past week was 37,000,000 gallons; the average for last year, largely owing to the ready response to public appeals for economy. Nevertheless, water board inspectors were now especially assigned to watch householders.

out for special tribute Lord Kitchener and Miss Cavell. He said: "Just as the name of Verdun will for ever perpetuate the memory of French heroism, Ypres will remain the symbol of British courage."

Afterwards the massed pipes of the Scots Guards paraded in the banquet hall and played a stirring tune as they marched round the round tables. This was an entirely new feature at a state banquet.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES CHINA COAST, ETC.

Aug. 14.-O.S.K. Amakusa M. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 13.-C.N. Shantung. 14.-O.S.K. Amakusa M. 15.-O.S.K. Amakusa M. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

Aug. 15.-D.L. Hailong. 16.-O.S.K. Amakusa M. 17.-O.S.K. Amakusa M. 18.-O.S.K. Amakusa M. 19.-O.S.K. Amakusa M.

AMERICAN PORTS.

VANCOUVER.

Aug. 13.-C.P.O.S. Empress of Russia. 14.-C.P.O.S. Empress of Russia. 15.-C.P.O.S. Empress of Russia. 16.-C.P.O.S. Empress of Russia. 17.-C.P.O.S. Empress of Russia. 18.-C.P.O.S. Empress of Russia. 19.-C.P.O.S. Empress of Russia.

SEATTLE.

Aug. 13.-A.L. Silver State. 14.-A.L. Silver State. 15.-A.L. Silver State. 16.-A.L. Silver State. 17.-A.L. Silver State. 18.-A.L. Silver State. 19.-A.L. Silver State.

SAN FRANCISCO.

Aug. 13.-T.R.K. Taiyo Maru. 14.-T.R.K. Taiyo Maru. 15.-T.R.K. Taiyo Maru. 16.-T.R.K. Taiyo Maru. 17.-T.R.K. Taiyo Maru. 18.-T.R.K. Taiyo Maru. 19.-T.R.K. Taiyo Maru.

PORTLAND.

Sept. 3.-A.L. Aberdeen.

VALPARAISO.

Sept. 10.-N.Y.K. Kure Maru. 11.-N.Y.K. Kure Maru. 12.-N.Y.K. Kure Maru. 13.-N.Y.K. Kure Maru. 14.-N.Y.K. Kure Maru. 15.-N.Y.K. Kure Maru. 16.-N.Y.K. Kure Maru. 17.-N.Y.K. Kure Maru. 18.-N.Y.K. Kure Maru. 19.-N.Y.K. Kure Maru.

NEW ORLEANS.

Aug. 31.-O.S.K. Hamburg Maru.

NEW YORK.

Aug. 15.-O.S.K. Havre Maru. 16.-O.S.K. Havre Maru. 17.-O.S.K. Havre Maru. 18.-O.S.K. Havre Maru. 19.-O.S.K. Havre Maru.

SOUTH AMERICAN PORTS.

Aug. 23.-B.F. City of Canton. 24.-B.F. City of Canton. 25.-B.F. City of Canton. 26.-B.F. City of Canton. 27.-B.F. City of Canton. 28.-B.F. City of Canton. 29.-B.F. City of Canton. 30.-B.F. City of Canton.

DURBAN AND CAPETOWN.

Aug. 23.-O.S.K. Panama Maru. 24.-O.S.K. Panama Maru. 25.-O.S.K. Panama Maru. 26.-O.S.K. Panama Maru. 27.-O.S.K. Panama Maru. 28.-O.S.K. Panama Maru. 29.-O.S.K. Panama Maru. 30.-O.S.K. Panama Maru.

EUROPEAN PORTS.

Aug. 25.-A.L. China Seas. 26.-A.L. China Seas. 27.-A.L. China Seas. 28.-A.L. China Seas. 29.-A.L. China Seas. 30.-A.L. China Seas.

MARSEILLES.

Aug. 16.-M.M. Portbus. 17.-M.M. Portbus. 18.-M.M. Portbus. 19.-M.M. Portbus. 20.-M.M. Portbus. 21.-M.M. Portbus. 22.-M.M. Portbus. 23.-M.M. Portbus. 24.-M.M. Portbus. 25.-M.M. Portbus. 26.-M.M. Portbus. 27.-M.M. Portbus. 28.-M.M. Portbus. 29.-M.M. Portbus. 30.-M.M. Portbus.

LONDON.

Aug. 14.-N.Y.K. Kleist. 15.-N.Y.K. Kleist. 16.-N.Y.K. Kleist. 17.-N.Y.K. Kleist. 18.-N.Y.K. Kleist. 19.-N.Y.K. Kleist. 20.-N.Y.K. Kleist. 21.-N.Y.K. Kleist. 22.-N.Y.K. Kleist. 23.-N.Y.K. Kleist. 24.-N.Y.K. Kleist. 25.-N.Y.K. Kleist. 26.-N.Y.K. Kleist. 27.-N.Y.K. Kleist. 28.-N.Y.K. Kleist. 29.-N.Y.K. Kleist. 30.-N.Y.K. Kleist.

LIVERPOOL.

Aug. 19.-B.F. Cyclops. 20.-B.F. Cyclops. 21.-B.F. Cyclops. 22.-B.F. Cyclops. 23.-B.F. Cyclops. 24.-B.F. Cyclops. 25.-B.F. Cyclops. 26.-B.F. Cyclops. 27.-B.F. Cyclops. 28.-B.F. Cyclops. 29.-B.F. Cyclops. 30.-B.F. Cyclops.

HAMBURG.

Aug. 15.-H.E.A.L. Radja. 16.-H.E.A.L. Radja. 17.-H.E.A.L. Radja. 18.-H.E.A.L. Radja. 19.-H.E.A.L. Radja. 20.-H.E.A.L. Radja. 21.-H.E.A.L. Radja. 22.-H.E.A.L. Radja. 23.-H.E.A.L. Radja. 24.-H.E.A.L. Radja. 25.-H.E.A.L. Radja. 26.-H.E.A.L. Radja. 27.-H.E.A.L. Radja. 28.-H.E.A.L. Radja. 29.-H.E.A.L. Radja. 30.-H.E.A.L. Radja.

CONSIGNEES' NOTICES.

The Ben Line s.s. "Pentridge" from Antwerp, Middlebrook, and London left Singapore for this port on Aug. 10 and may be expected to arrive here on or about August 18.

JAPAN PORTS.

Aug. 14.-E.L. Kasama. 15.-E.L. Kasama. 16.-E.L. Kasama. 17.-E.L. Kasama. 18.-E.L. Kasama. 19.-E.L. Kasama. 20.-E.L. Kasama. 21.-E.L. Kasama. 22.-E.L. Kasama. 23.-E.L. Kasama. 24.-E.L. Kasama. 25.-E.L. Kasama. 26.-E.L. Kasama. 27.-E.L. Kasama. 28.-E.L. Kasama. 29.-E.L. Kasama. 30.-E.L. Kasama.

BANKS.

ASIA BANKING CORPORATION (AN AMERICAN BANK)

CAPITAL: ... G\$4,000,000 SURPLUS & UNDIVIDED PROFITS: ... G\$2,000,000

HEAD OFFICE. NEW YORK. BRANCH. SAN FRANCISCO.

HEAD OFFICE FOR THE ORIENT. SHANGHAI.

BRANCHES: CANTON, HANKOW, MANILA, TIENTSIN, CHANGSHA, PEKING, SINGAPORE.

R. WUSTHOFF, Acting Manager.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.-In Victoria, with two Browsers.

Quarter hour, ... 10 cents Half hour, ... 20 " One hour, ... 30 " Two hours, ... 50 " Three hours, ... 75 " Day (8 a.m. to 6 p.m.), ... \$1.00

II.-Beyond Victoria, with four Browsers.

Hour, ... 0.60 cents Three hours, ... 1.50 " Day (8 a.m. to 6 p.m.), ... 2.00

III.-In the Hill District.

With 2 Browsers With 4 Browsers.

Quarter hour, ... \$0.15 Half hour, ... \$0.30 One hour, ... \$0.45 Two hours, ... \$0.80 Three hours, ... \$1.20 Six hours, ... \$1.80 Day (8 a.m. to 6 p.m.), ... \$2.00

RICKSHAS.

I.-In the Island of Hongkong, engaged in Victoria.

Ten minutes, ... 5 cents Quarter hour, ... 10 " Half hour, ... 15 " One hour, ... 20 " Every subsequent hour, ... 20 "

II.-In Kowloon.

Quarter hour, ... 5 cents Half hour, ... 10 " One hour, ... 15 " Every subsequent hour, ... 10 "

III.-Taipei Road.

Twenty cents shall be added for each extra hour or part of an hour if the driver causes the journey to take longer than:

0.4th mile, ... 75 cents 1 hour, ... \$1.00 2 hours, ... \$1.50 3 hours, ... \$2.00 4 hours, ... \$2.50 5 hours, ... \$3.00 6 hours, ... \$3.50 7 hours, ... \$4.00 8 hours, ... \$4.50 9 hours, ... \$5.00 10 hours, ... \$5.50 11 hours, ... \$6.00 12 hours, ... \$6.50 13 hours, ... \$7.00 14 hours, ... \$7.50 15 hours, ... \$8.00 16 hours, ... \$8.50 17 hours, ... \$9.00 18 hours, ... \$9.50 19 hours, ... \$10.00 20 hours, ... \$10.50 21 hours, ... \$11.00 22 hours, ... \$11.50 23 hours, ... \$12.00 24 hours, ... \$12.50

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsun Shu Tsai.

EXCHANGE.

Hongkong, August, 1921.

On London, ... 100/0 Bank, Wire, ... 100/0 On demand, ... 100/0 30 days sight, ... 100/0 4 months sight, ... 100/0 Credits, 4 months sight, ... 100/0 Documentary 4 months sight, ... 100/0

On Paris, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

On New York, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

On Bombay, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

On Calcutta, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

On Singapore, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

On Manila, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

On Shanghai, ... 100/0 On demand, ... 100/0 Credits, 4 months sight, ... 100/0

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, ... \$15,000,000 Reserve Funds, ... \$2,500,000

COURT OF DIRECTORS: G. M. Edin, Esq., Chairman. G. M. Dodwell, Esq., Deputy Chairman.

CHIEF MANAGER: Hon. Mr. A. G. STEPHEN.

MANAGER HONGKONG: A. H. HARLOW, Esq. MANAGER SHANGHAI: G. H. STITT, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARK BANK, Ltd.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at 5% PER CENT. per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

HONGKONG, May 14, 1921.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

Authorized Capital, ... F. 100,000,000 Paid-up Capital, ... F. 80,000,000

HEAD OFFICE: Amsterdam. BRANCHES: The Hague, Rotterdam.

HEAD AGENCY: Batavia.

BRANCHES: Batavia, Medan, Palembang, Palembang (Solo), Pekalongan, Teluk Tinggi, Tjampar, Pontianak, Tegal, Koba, Semarang, Tjilatjap, Langsa.

Correspondents at Colombo, Madras, Pondicherry, Rangoon, Saigon, Shanghai, Hankow, Amoy, Yokohama, Malacca, Sydney, New York, San Francisco, etc., etc.

London Bankers: The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its branches and correspondents in the East, on the Continent, in Great Britain, America and Australia, and transacts banking business of every description.

JOHN D. HUMPHREYS & SONS, General Managers.

HONGKONG STOCK EXCHANGE.

HONGKONG, AUGUST 12th 1921.

OFFICIAL QUOTATIONS.

11 A.M. H.S.B.C.T. F. selling rate on London 28 1/2, and on Shanghai 7 1/2.

BAKES. Hongkong Bank, ... \$730/0 do, ... \$420/0 East Asia Bank, ... \$192/0

MARINE INSURANCE. Canton Insurance, ... \$405/0 North China Insurance, ... \$144/0

Union Insurance, ... \$274/0 Yangtze Insurance, ... \$24/0

Fire Insurance. China Fire Insurance, ... \$127/0 Hongkong Fire Insurance, ... \$325/0

SHIPPING. Douglas, ... \$514/0 H. K. Steamships, ... \$254/0

Indo-China (Fr.), ... \$59/0 Do. (Del.), ... \$77/0

Shell Transport, ... \$127/0 Star Transport, ... \$26/0

REVENUES. China Sugar, ... \$123/0 Malacca Sugar, ... \$26/0

BANKS.

THE MERCANTILE BANK OF INDIA, LTD.

HEAD OFFICE: 15, Gracechurch Street, London E.C. 3.

Authorized Capital, ... £2,000,000 Subscribed Capital, ... £1,500,000

BRANCHES: The Bank of England, The London Joint City & Midland Bank, Ltd.

BRANCHES: Bombay, Calcutta, Madras, Rangoon, Singapore, etc.

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 5% per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Manager.

7 Queen's Road Central, Hongkong, April 25, 1921.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 2, Queen's Road Central, Hongkong. Established 1919.

Paid-up Capital, ... £1,000,000 Reserve Funds, ... £1,000,000

DIRECTORS: Mr. Pong Wai Tung, Chairman. Mr. K. H. Chan, Mr. K. H. Chan, Mr. K. H. Chan.

BRANCHES & AGENCIES: LONDON, SHANGHAI, HONGKONG, YOKOHAMA, MANILA, CANTON, SINGAPORE, etc.

London Bankers: The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted.

Interest allowed on Current Account at the rate of 5% per cent. per annum and on Fixed Deposits at the rate of 5% per cent. per annum.

For 12 months at the rate of 5% per cent. per annum. For 18 months at the rate of 5% per cent. per annum. For 24 months at the rate of 5% per cent. per annum.

THE BANK OF TAIWAN, LTD. (TAIWAN BANK.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed, ... Yen 80,000,000 Capital (Paid-up), ... Yen 40,000,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES: JAPAN-Tokyo, Yokohama, Kobe, Osaka, etc.

OTHERS: Shanghai, Hongkong, Singapore, etc.

DOMESTIC & FOREIGN BANKING. SERVICE PROMPT.

Current Savings and Fixed Deposits bear interest at rates of 5%, 4%, 3%, 2%, 1%, 0.5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.</

